Fifth Series, No. 22

Wednesday, March 21, 1973
Phalguna 30, 1894 (Saka)

LOK SABHA DEBATES

Seventh Session
(Fifth Lok Sabha)

LOK SABHA SECRETARIAT

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LOK SABHA

Wednesday, March 21, 1973/Phalguna 30, 1894 (Saka)

The Lok Sabha met at Eleven of the Colck.

[MR. SPEAKER *in the Chair*]

OBITUARY REFERENCE

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of Shri B. Ramachandra Reddi, who passed away at Buchireddipalem on the 19th March, 1973, at the age of 79.

Shri Reddi was a Member of the First Lok Sabha during the years 1952-57, representing Nellore constituency of the erstwhile State of Madras Earlier he had been the President of the Madras Legislative Council during the years 1930—37. He also served on a number of Committees, particularly those relating to agriculture and welfare activities.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF SPACE (SHRIMATI INDIRA GANDHI): Sir, in the death of Shri Ramachandra Reddi we have lost a veteran public worker of the South. He served the country and was specially active in local self-Government organisations and the old Madras Legislative Council. He was a keen student of agricultural problems. Sir, I request you to convey our sincere condolences to the bereaved family.

SHRI SAMAR MUKHERJEE (Howrah): Sir, I express sorrow at the death of Shri Ramachandra Reddi and request you to convey our condolences to the bereaved family.

SHRI C. T. DHANDAPANI (Dharapuram): Sir, I associate myself with the sentiments expressed by the hon. Prime Minister on the death of Shri Ramachandra Reddi. He was the President of the Madras Legislative Council. He rendered service not only to the Madras State but to the entire nation. Sir, on behalf of the DMK Party, I request you to convey our deep condolences to the bereaved family.

DR. RANEN SEN (Barasat): Sir, I join you and the Prime Minister in expressing our sorrow at the sad demise of Shri Reddi. On behalf of my party, I request you to convey our condolences to the bereaved family.

SHRI P. M. MEHTA (Bhavnagar): On behalf of my party, I associate myself with the sentiments expressed by your goodself and the hon. Prime Minister.

SHRI M. SATYANARAYAN RAO (Karimnagar): Sir, we are very sorry to hear the news of the sad demise of Shri B. Ramachandra Reddi. He played a great role in the freedom struggle. As the Prime Minister has mentioned, he was a very important person in the South. It is very unfortunate that we have lost him. I

request you Sir, to convey our condolences to the bereaved family

श्री अटल बिहारी वाजपेयी (ग्वालियर): अध्यक्ष जी मैं अपनी ओर से और अपने दल की ओर से स्वर्गीय श्री वी० राम चन्द्र रेड्डी के निधन पर शोक व्यक्त करता हू और परमात्मा से प्रार्थना करता हू कि उनकी आत्मा को सद्गति प्रदान करे ।

PROF MADHU DANDAVATE (Rajapur) On behalf of the Socialist Party I associate myself with the tributes paid to the memory of Shri Ramachandra Reddi, and offer my condolences to the members of the bereaved family

MR SPEAKER The House may stand in silence for a short while to express its sorrow

The Members stood in silence for a short while

ORAL ANSWERS TO QUESTIONS

Guidelines for Establishment of Joint Sector Units

+

*402 SHRI P M MEHTA
SHRI P GANGADEB

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government have issued any fresh guidelines to the State Governments and Financial Institutions regarding the establishment of Joint Sector Units,

(b) if so, how many such units have been formed by now, and

(c) whether State Governments have agreed to follow the guidelines?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE) (a) to (c). A statement is laid on the Table of the House

Statement

The guidelines to public financial institutions in regard to the conversion of loans granted by them to private sector units into equity were issued by the Department of Banking in June 1971 As regards State Corporations instructions were issued in March 1969 in regard to the manner of association of private entrepreneurs These instructions were revised in February 1971 The instructions provide that the State Corporations might invite public financial institutions to participate in the share capital of industrial ventures undertaken by them and if the shares held by the Corporations together with the financial institutions amounted to more than 50 per cent there would be no objection to the rest of the shares being taken up by private parties In case however such financial institutions do not participate in the share capital the association of private capital will be subject to the condition that the Corporation itself holds not less than 26 per cent of the paid up equity capital It has also been laid down that no individual private entrepreneur or business group should have a share of more than 25 per cent in the equity capital Prior permission of the Central Government would be required if an equity share holding larger than the 25 per cent is proposed to be given to an entrepreneur or if one of the larger houses or foreign majority companies is to be associated in the undertaking After the announcement of the recent changes in industrial policy State Corporations have been advised further as under

(1) The association by State Governments or Corporations es-

tablished by them with undertakings which by themselves, or in inter connection with other undertakings have assets over Rs 20 crores, will be subject to the same policies and procedures as for larger industrial houses as indicated above

(2) Undertakings which by themselves or in inter-connection with other undertakings have assets over Rs 20 crores will not be permitted to associate themselves with State Government undertakings or Corporations in industries from which they are precluded on their own

(3) In all joint sector units Government will have to ensure for itself an effective role in guiding policies, management and operations with the actual pattern and mode being decided as appropriate in each case

The exercise of option of conversion of loans into equity by the public financial institutions will arise according to the circumstances of individual cases after they have reached a stage of profitability when such conversion would be in the interest of the public financial institutions

As regards State Governments and Corporations they have been following the guidelines in regard to the association of private entrepreneurs According to available information 7 companies have so for been formed by these Corporations associating private entrepreneurs in the manner indicated by Government

SHRI P M MEHTA It appears from the statement that the policy has been kept vague on the concept of joint sector I would like to know whether the green signal has been given to the concept of the joint sector and whether the joint sector will not be permitted to be used for the entry of the larger houses taking into consideration the fact that monopoly has been increasing at the rate of 10 per cent? I would also like to know whether there have been any differences of opinion between the Industrial Development Minister and the Planning Minister as reported in the press from time to time?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) There was no difference of opinion between the two ministers Ultimately it is the decision of the Government which is relevant and that decision has been given in the answer The hon member said it has been kept vague It is not kept vague but it is kept flexible That is the word which should be used here Secondly we have made it clear that the larger houses cannot enter areas which have been prohibited for them according to the new industrial policy It is subject to that that they will have to come into the joint sector

SHRI P GANGADEB In view of the fact that a large number of letters of intent issued to the State Industrial Development Corporation of Orissa are remaining unimplemented till today may I know whether the Centre has issued or will issue any directives to the State to ensure their quick implementation?

SHRI C SUBRAMANIAM That is a separate question altogether We are now discussing the concept of joint sector

SHRI BHAGWAT JHA AZAD There is a vague mention in the statement about guidelines having been issued and Government having to ensure for itself "an effective role' in

guiding policies etc What does he mean by 'effective role"? Does he mean having a majority of Government directors? What guidelines does he propose to give to ensure an effective role in management?

SHRI C SUBRAMANIAM The main concept is, instead of having tie-ups with the larger houses as such with the objectives of various concerns naturally being oriented towards serving the interests of those larger houses the idea is to professionalise management Broad policies laid down by Government in regard to objectives and policies of any particular enterprise will be properly safeguarded by professional management Therefore we are now trying to find out what would ensure this In this context we are trying to find out various alternatives available One is to have the Chairman of the Board appointed by Government He will not be a bureaucrat but a professional manager competent to deal with that industry Then there will be a Board constituted in proportion to the equity participation The Managing Director is not to be the representative of either the Government or the larger houses who are participating but he will be professional man accetped by the Board as such This is how we are trying to professionalise management without having links with the larger houses or any private enterprise participating in it so that the policies and programmes they follow are not for the benefit of particular houses or individuals

SHRI JYOTIRMOY BOSU Will the hon Minister kindly tell us whether in issuing the guide-lines for establishment of joint sector they have made it a condition that the project report preparation cost will be borne by the Government and if so whether in the case of Tatas a sum of Rs 50 lakhs has been sanctioned by the Government for drawing up of the project report for a joint sector project?

SHRI C SUBRAMANIAM The hon Member is, probably, misinformed with regard to the Tata project It is the Compnay that has to bear the cost for drawing up a detailed project report, not either the Government or anybody else If it is a joint sector Company it is the Company that should bear the cost for the preparation of a detailed project report

SHRI JAGANNATH RAO From the statement it is clear that only when a particular undertaking makes profit that the public finance institutions would like to convert loans into equity That means in cases where there is no profit the public finance institutions would only contribute loans Is that the idea of the joint sector?

SHRI C SUBRAMANIAM That is with reference to convertibility clause When the public finance institutions contribute in the form of loans there is a convertibility clause and the option is to be exercised by the public finance institutions Naturally the public finance institutions will take into account what is in their own interest Certainly they will not gain anything by converting loans into equity when it is incurring losses Therefore they will exercise the option when it is advantageous to them It is on that basis that advances are given If they do not want these advances certainly nobody would force advances on them

PROF MADHU DANDAVATE Is the Government aware of the fact that merely having a majority of quity shares will not give the effective control of the joint sector company to the Government unless there is an effective say with the Government in the matter of pricing policy, distribution and investment policy of the joint sector company and that, otherwise it will only mean an extension of the private sector with the financial resources of the public sector?

SHRI C SUBRAMANIAM The hon Member is quite right that mere equity participation would not give effective control. As a matter of fact we have equity participation in many of the private concerns today But still we are nowhere in the picture as far as the management is concerned That is why in the joint sector whether it comes in future or where it already exists we want to have an effective say in the management Therefore it is not merely equity participation but participation in management as such It is that we are trying to bring about Management includes pricing policy distribution investment policy every thing Management is a comprehensive term

SHRI VASANT SATHE May I know from the hon Minister whether he will make it clear that in the joint sector the Government will participate by determining the priority industries of essential commodities or the core industries and whether in the joint sector they will allow participation of the employee in the management to give incentive to have more production?

SHRI C SUBRAMANIAM The labour participation in management is a completely different subject altogether It is not as if it is unimportant It is very important and we attach great importance to it Therefore not only in the joint sector in the public sector projects and even in the private sector projects the labour participation is a philosophy which will have to be accepted We are trying to work out the norms for this purpose That will be taken care of

SHRI VASANT SATHE Whether joint sector will be in priority industries

SHRI C SUBRAMANIAM Wherever the public finance institutions have to contribute by way of loans or by way of equity, even in non-priority areas there might be a joint sector That does not mean that in non-priority areas, where there are greater profit you will allow the private sector to dominate and not participate in it It will depend upon wherever there is public finance participation and a joint sector comes into existance and whether we should have control there Therefore even in non-priority area where there is a greater profitability that does not mean that we allow it to the private sector and we do not participate in it

SHRI BHOGENDRA JHA This is in continuation of my question in the winter session of Lok Sabha Tatas have written a letter stating therein that they, on their own, did not submit any proposal or suggestion for the joint sector they were asked by the Government and that is why they have submitted a proposal I want to know whether Government had asked them to submit their proposal for joint sector and if so which person or personnel or agency of the Government had asked them and what for Because Tatas seem to be a great favourite of the joint sector concept, is this concept going to begin from the TISCO? In order to have a good beginning are they going to begin from TISCO?

SHRI C SUBRAMANIAM I find that there is a good deal of obsession over Tatas and Tata-inclusion in Government policies As far as we are concerned we take our own policy decisions but suggestions are welcome from any quarter I do not know whether formally Tata was asked to submit any report If I remember right when he mentioned about his ideas he was asked to put down in writing so that we may look at it Nothing more than that He gave his own concept of the joint sector which is completely different from what we have decided upon now.

Good films not screened owing to shortage of Cinema Houses

*403 DR H P SHARMA Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether in a number of cases good films have to wait for months and years for being screened and exhibited due to the shortage of Cinema Houses in the country, and

(b) how the average population to be catered for by a cinema house in India compares with that in France, USA UK USSR and Japan?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) Yes Sir

(b) The following are the comparative figures for 1970 —

Country	No of cinemas	Seats per 100
France	4358	4 2
USA	14420	4 9
UK	1529	2 6
USSR	157000	Not available
Japan	3246	1 4
India	7140	0 8

DR H P SHARMA The answer to part (a) of the question is in the affirmative which means that Government recognises that there is a shortage of cinema houses which can exhibit good quality films My first question in this regard is, in view of the fact that cinema is and would continue to be for quite a few years to come the principal source of audio-visual communication, what is the Government going to do to remove this shortage

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI I K GUJRAL) Some time ago, a committee had been set up to look into the entire working of the cinema industry, and they had suggested that in India, we should have at least one cinema house available for every 20 000 people If we apply that norm then, in India, we should have 26 000 cinema houses, rather than the present situation of 7 000 cinema houses The UNESCO had suggested that there should be two seats available for every 100 people According to that also we should have approximately, 30,000 cinema houses But unfortunately our rate of growth has been very limited In the last Conference of the Information Ministers this point came up, and the Ministers unanimously decided that they should set in the States a fund apart which would comprise of ten per cent of the recreation tax income to encourage more cinema houses to come up I hope the Ministers will pursue this because it is a State subject

DR H P SHARMA We can understand the problem of the lack of funds But the main question is not whether we have got sufficient number of cinema houses to catch up with the rest of the world My point is what are you going to to do to facilitate the exhibition of good films? That does not mean catching up with the rest of the world Are you proposing to set up a Corporation of Cinema Houses? Is the Government thinking along any of these lines?

SHRI I K GUJRAL So far as the exhibition of good films is concerned the main difficulty has been the paucity of cinema houses That is why recently we have decided that we should built up a chain of theatres and we have started one at Bombay already Our idea is that there should be a chain of theatres both run by one of the Corporations of the Central

Government and also the State Governments should do similarly We do hope that this will catch up But, as yet, the performance is not very encouraging

SHRI INDRAJIT GUPTA In view of the great shortage of cinema houses, may I know what prevents the Government from stepping in to acquire certain cinema houses of a very good quality which are being attempted to be sold or acquired by foreign interests' I am referring to the Metro cinemas in Bombay and Calcutta In fact, I would like the Minister to answer whether he knows that IMPEC had written repeatedly to the Metro-Goldwyn Mayer people offering to buy these two cinema houses if they were allowed, but the MGM did not respond So I would like to know whether in view of the shortage of cinema houses, does the Government have any such proposal that they could step in and take over the cinema houses instead of allowing some foreign party in Switzerland to buy them?

SHRI I K GUJRAL A few days ago when this discussion was raised in this House by hon colleague the Minister of Finance was replying to it I had suggested to him that in course of the inquiry or after the inquiry, they come to the conclusion that it is possible for us the Government, to take over these cinema houses, the Ministry of Information and Broadcasting will definitely be interested

SHRI PRIYA RANJAN DAS MUNSI I want to know from the Minister whether it is not a fact that for the exhibition of good films, shortage of cinema houses is not the only problem The problem is that the distributors do not identify or they do not accept good films apprehending that they may not be box-hits and as such, so long as the distribution system is not controlled in the State and in the Centre, good films will not be exhibited in the cinema houses I want to know from the Minister whether in the next conference of Information Ministers, the Central Government is prepared to adopt a policy that so far as distribution of films is concerned, it will be controlled by the Government

SHRI I K GUJRAL At the moment both the distribution and the exhibition is commercial-oriented and I think nothing much can be done as long as the motivation prevails The real difficulty is the paucity of cinema houses and I think the solution lies in having more cinema houses

Merely controlling the distribution system will not help So, the solution is to build a chain of theatres for exhibition of better films and that is what the Films Finance Corporation is going to do

SHRI PRABODH CHANDRA In the last session as also in this session the Information Ministers have been emphasizing the paucity of cinema houses being the main reason for not showing good pictures May I know from the Minister if he is aware of the fact that a number of States, every now and then, come out with the statement that cinemas will be nationalised How does it go with the Minister's statement that it is because of the paucity of cinema houses good pictures cannot be exhibited? I want to know whether the Government is going to nationalise them and if not will he make a statement that at least for another 20 years the Government will not nationalise them? Otherwise whenever money is required to be raised, a statement comes out that sugar mills are going to be nationalised, cinemas are going to be nationalised etc These things are being said, Sir

श्री बी० पी० मौर्य क्या माननीय सदस्य का कोई सिनेमा हाउस तो नहीं है ?

SHRI I. K GUJRAL. We are keen that there should be more and more investment, not only by public sector, but by private sector. The present pattern whereby cinema houses are there in big cities and metropolitan areas will change and they will filter into the rural areas And I may say that the Government of India s policy is not to nationalise cinemas Since this is a low priority item so far as *public investment* is concerned, we should let the private investment come into it and that is why we are en couraging people to invest more in this field

SHRI SAMAR GUHA Due to lack of availability of suitable cinema houses for display of Bengali films a crisis has developed in Bengali film industry A year ago some top artists directors and producers resorted to direct action I want to know whether this is a fact If so what action has Government taken to improve the position for display of Bengali films?

SHRI I K GUJRAL It is a fact that there was some difficulty regarding exhibition of such films Bengal produces a good number of films and producers are generally facing this difficulty At the moment West Bengal has got 610 cinema houses of which 254 are what are called touring talkies The possibility of building more cinema houses has been under consideration of West Bengal Government and we are trying our best to help in these matters

SHRI DINEN BHATTACHARYYA What is the yardstick to determine which is a good film and which is a bad film? If they consider some film as bad, are they taking steps to see that bad films are not shown anywhere in India?

MR SPEAKER So long as there are good and bad people there is scope for every films

SHRI I K GUJRAL There is what is called film taste The question of goodness depends upon what is the cultivation of taste and if my friend has it he will know which is good and which is not

SHRI DINEN BHATTACHARYYA Government has no policy as such to see that bad films are not shown

श्री ग्रो० पी० मौय माननीय सूचना मन्त्री ग्रभी प्रश्न का उत्तर देते समय कह रहे थे कि केन्द्रीय सरकार का ऐसा कोई इरादा नही है कि वह सिनमाग्रो का राष्ट्रीयकरण करे। लेकिन यदि कोई प्रदेश की सरकार ग्रौर विशेष तौर से उन के ग्रपन प्रदेश पजाब की सरकार सिनमाग्रो का राष्ट्रीयकरण करना चाहे तो क्या केन्द्र उस के रास्ते मे ग्रागा या उन को छूट देगा कि वह राष्ट्रीयकरण कर ले ?

SHRI I K GUJRAL Sir the question is hypothetical because we have not yet been asked by the Punjab Government

SHRI JYOTIRMOY BOSU Will the hon Minister tell us whether he has seen in the Press an extensively published report that Punjab Government was threatening to nationalise cinemas there? If so why have they dropped it? Is it a fact that certain political party has collected Rs 25 lakhs and the nationalisation proposal has been dropped

SHRI I K GUJRAL May I say that my hon friend will be a more effective Member if he asks questions and does not make false insinuations? So far as the question is concerned, we have seen in the Press that the Punjab Government has been thinking of it but since the Punjab Govern ment has not asked us, I think, the question is hypothetical

श्री शशि भूषण अध्यक्ष महोदय, हमारे देश मे सिनेमाओ की कमी के कारण सारे देश मे हम अच्छी फिल्मे नही दिखा पाते। (**व्यवधान**) मै प्रश्न ही कर रहा हू कि तहसीलो मे और छोटे छोटे कस्बो मे जा सिनेमाघर टिन छतो तथा घेरे से बने हुए है और अच्छी हालत मे नही है क्या आप उन के लिए सिफारिश करेगे कि बैंक उन को लोन दे ताकि वह अच्छे सिनेमा घर बना सकें। साथ साथ मैं यह भी सवाल पूछना चाहूगा कि और पजाब सरकार का मैं धन्यवाद देता हू कि वह सिनमाओ का राष्ट्रीयकरण करना चाहते है मेटर क्या इस पर कोई डायरेक्टिव नही देगा बल्कि उन का इस के लिए इजाजत दगा ?

SHRI I K GUJRAL May I say that the Central Government's policy is not to nationalise cinembs?

श्री शशि भूषण पालिसी कैसे बन गई ? कहा से बनी ? न काग्रस पार्टी ने कभी इस को पास किया और न कभी यह बात सामने आई। कैस आप इस को सरकार की पालिसी कह सकते हैं ? यह गलत बात है। क्या मतलब है इसका ?

अध्यक्ष महोदय : यह क्या है ? यह आप क्या कर रहे हैं ?

श्री शशि भूषण . यह कैसे डिसाइड हुआ ? (**व्यवधान**)

SHRI B P MAURYA You cannot impose your decision upon States

SHRI I K GUJRAL There is no question of imposition The point is that so far as the policy regarding nationalisation is concerned it is decided on the basis of national priorities We do not attach any high priority to nationalisation of cinemas and that is why we are not advising any State to nationalise them

SHRI B P MAURYA Who are you to do that?

SHRI I K GUJRAL We are the Central Government Therefore this is our policy and the Punjab Government will also be advised accordingly

SHRI B P MAURYA Why should you advise them? If they want to take it up they should be free to do so How can you interfere with the working of the States?

MR SPEAKER Order order He has replied

श्री शशि भूषण एयर कडीशड कमरो मे बैठ कर पालिसी बना लेते है। न पार्टी को पता है न मुल्क को पता है (**व्यवधान**)

Mithila Broadcasting Station at Darbhanga

*404 SHRI BHOGENDRA JHA Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given on 21st February 1973 to the Unstarred Question No 396 regarding construction of transmitter building at Darbhanga and state

(a) what stands in the way of providing the proposed Mithila Broadcasting station at Darbhanga with a High Power transmitter to ensure coverage of the entire Maithili speaking people of India and Nepal and

(b) whether Maithili speaking people of Nepal can be covered only by the Darbhanga Broadcasting station and not by the Bhagalpur Broadcasting Station?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b) The primary aim of setting up the Darbhanga station is to provide a separate channel for broadcasting Maithili programmes which will be adequately met by its proposed power This station together with the Bhagalpur transmitter which would be linked to Darbhanga will ensure adequate coverage to the bulk of Maithili speaking people in India

Services to Nepal constitute a part of External Services and are arranged from the transmitters at Calcutta and Delhi

SHRI BHOGENDRA JHA Has the Minister knowledge and information about the fact that the most populous parts of the Terai area adjoining Darbhanga and Madhubani *i e*, Saptari, Mahotari, Morang and many other areas are Maithili speaking which can be adequately covered only from Darbhanga? Keeping this in view and also because Maithili programmes are not generally broadcast from Calcutta or Delhi, in order to enable these people to listen to programmes in Maithili what objection can there be to instal a highpower transmitter at Darbhanga?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI I K GUJRAL) May I, in the first instance say that the surveys of AIR show that the transmission reach in this part of Terai as well as in Bihar is unsatisfactory? That is why strengthening of the transmitter is needed Hence we are trying to put up a station at Darbhanga Also in the Fifth Plan, we are proposing to put two transmitters of 100 kw each in Patna itself The result of it would be that we will be in a position to cover a considerable part of Terai as well as considerable parts of the Maithili speaking area Darbhanga as per present proposals will have a 10 kw station We hope it will cover a considerable part of the Maithili speaking area But the solution will really come in the Fifth Plan when the Patna station is further strengthened

SHRI BHOGENDRA JHA What is the time schedule for the Darbhanga station going on the air and what is the stage of construction of that station?

SHRI I K GUJRAL There has been some delay in the acquisition of land a usual because that is a real problem almost everywhere in the country that whenever we come to acquire land we do face difficulties This is a Fourth Plan project and we are trying to expedite it as early as we can within this year I might say as my friend has remarked that the service is inadequate in that Maithili-speaking area That is why I have today ordered a re-survey and re-study of the entire Bihar to be done so that in the Fifth Plan at least we are able to cover 100 per cent of Bihar

SHRI HARI KISHORE SINGH In view of the fact that the external services to Nepal from Delhi and Calcutta are not adequate for that area will the Government consider shifting them to Patna? Also in view of the fact that the Darbhanga station alone will not be sufficient to cover the entire area of Nepal adjoining Bihar will the Government also consider setting up a powerful station either at Sitamarhi or Muzzafarpur?

SHRI I K GUJRAL The issue basically is the location of transmitters So far as the external services are concerned, our policy is that while we have a dispersal of transmitters, we have been broadcasting everything

from Delhi, or mostly, so far as the external services are concerned. The real purpose of this is that in Patna we propose to have two 100 kw transmitters which would cover a considerable portion of Nepal also.

Our short wave service, as at present, is not unsatisfactory, but so far as the medium wave services are concerned, must confess that they need improvement and looking into.

SHRI HARI KISHORE SINGH: Sir, if the purpose is to serve the people of Nepal, it should be shifted to Patna.

MR SPEAKER: Order, please. Let me pass on to the next question. Will you kindly resume your seat? We have not done many questions yet.

Industrial Growth during Fourth Plan

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*406. SHRI ONKAR LAL BERWA:
SHRI P. VENKETTA-SUBBAIAH:

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government had envisaged 8 to 10 per cent increase in industrial growth in the Fourth Five Year Plan;

(b) the percentage of growth achieved during the period; and

(c) the extent to which the rate of industrial growth has been affected by power shortage?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): (a) Yes, Sir.

(b) The rate of industrial growth achieved during 1969-70 to 1971-72 and during April—October, 1972 has been as follows:—

1969-70. . .	7%
1970-71	3·7%
1971-72	4·5%
April-October, 1972 .	6·9%

(c) No quantitative estimate in regard to the impact of the recent power shortage on industrial production is yet available.

श्री ओंकार लाल बेरवा : अभी मंत्री महोदय ने बतलाया कि औद्योगिक विकास की गति घट गई है और पैसा ज्यादा लगता गया है । मैं जानना चाहता हूं कि इस औद्योगिक विकास में और बिजली की कमी के कारण किन किन उद्योगों पर असर पड़ा है ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): Sir, no doubt from 1969 onwards there had been a deceleration in the rate of growth, but in the last year, that is, from January, 1972, there has been an upward trend. But, unfortunately, the power shortage has affected industrial production, and almost all the industries in the areas where there is a power cut are affected. There is no question of one particular industry being affected and others not being affected.

श्री ओंकार लाल बेरवा : बिजली की कमी के कारण औद्योगिक विकास में जो रुकावट आई है और बड़े बड़े कारखानों के औद्योगिक प्रोडक्शन में कमी आई है, क्या सरकार उन को मुआवजा देने के लिए कोई रकम या धनराशि देगी ?

SHRI C. SUBRAMANIAM: There is no compensatory allowance to be paid to these industries. But, as far as labour is concerned, when they are laid off, they are paid compensation.

SHRI VIKRAM MAHAJAN Sir, in view of the fact that there is a shortage of electricity which is affecting the industrial growth, what steps is the Ministry of Industrial Development taking to help in the removing of the shortage of power?

SHRI C SUBRAMANIAM That is the function of the Irrigation and Power Ministry In addition to that, for the purpose of identifying the deficiencies in this sector, a Cabinet Sub-Committee has been formed under the chairmanship of the Planning Minister and they are going into each generating station to find out what are the deficiencies and how to improve the generation of electricity and improve transmission and distribution also

SHRI DHAMANKAR Whether continuous processing industries such as the chemical industry are exempted from power cuts?

SHRI C SUBRAMANIAM This is a general question It varies from State to State Where it is continuous process and large bulk power is required some of them are closed down but certainly the cut takes into account continous processing which is necessary in particular industries

उद्योगों के लिए आयात

*407. श्री एम० एस० पुरती : क्या औद्योगिक विकास मन्त्री यह बताने की कृपा करेंगे कि

(क) ऐसे उद्योगो के नाम क्या हैं जिनके लिए आयात पूर्ण रूप से समाप्त कर दिया गया है ; और

(ख) ऐसे कौन-कौन से उद्योग हैं जिनमें अलग-अलग, 10 से 25 प्रतिशत तक और 25 से 50 प्रतिशत तक आयात की अभी भी आवश्यकता है ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT SHRI PRANAB KUMAR MUKHERJEE) (a) Restrictions are placed on imports in terms of the items to be imported and not in terms of the user-industries The import Trade Control Policy (Red Book), copies of which were laid on the Table of the House by the Ministry of Foreign Trade on 3-4-1972, specified the list of items in which import is banned and the items in which import is permitted on a restricted basis

(b) The information is not readily available since the proportion of imports to total consumption of raw materials, components and spare parts in different industries varies on the basis of several factors such as domestic production level, growth of capacity fluctuations in demand and inventory levels

श्री एम० एस० पुरती क्या हमारा देश औद्योगिक विकास की दृष्टि से दूसरे देशो की तुलना मे बहुत पीछे पडा हुआ है ? ऐसी स्थिति मे क्या यह सम्भावना नही है कि आयात पर प्रतिबन्ध लगाने से हमारे देश का पिछडापन और ज्यादा बढ सकता है ? इस सम्बन्ध मे सरकार क्या कार्यवाही करने जा रही है ?

SHRI PRANAB KUMAR MUKHERJEE It is not a fact that we impose restrictions on imports indiscriminately we do so when we have developed indigenous material Keeping an eye on development programmes import restrictions are imposed

श्री एम० एस० पुरती · क्या देश में ऐसे भी उद्योग है जिन का निर्यात औद्योगिक विकास मे बाधा उत्पन्न करता है ? यदि हा, तो इस सम्बन्ध मे सरकार क्या कार्यवाही करने जा रही है ?

SHRI PRANAB KUMAR MUKHERJEE I have already pointed out that restrictions on imports are made itemwise, not industrywise and we impose restrictions only on those items which we produce indigenously

Activities of Black December Organisation

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*408 SHRI SHANKER RAO SAVANT

SHRI BIRENDER SINGH RAO

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether an organisation known as Black December Organisation started by some fanatical pro-Pakistani Muslims exists in India and in some foreign countries like the U S A and the U K and

(b) whether the life of some public workers in Bombay is threatened by this organisation and that they are given special police protection?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K C PANT) (a) No information is so far available to confirm the existence of any such organisation

(b) Anonymous threatening telephone calls were received by some persons Necessary arrangements have been made for their protection

SHRI SHANKER RAO SAVANT The reply only shows that the Government's criminal investigation department in India and the intelligence agencies abroad are not functioning properly Is the Government aware firstly that the assault on India House in London was claimed to have been done by the Black December organisation secondly that the culprits were euologised by the Pakistan Government and special amounts were offered for their decent burial by the Pakistan Government, thirdly does any country ever give such donations for the sake of ordinary criminals and murderers and fourthly, is it not true that several Pakistanis demonstrated in support of the gangsters in London the very next day? Does not all this suggest that some secret organisation backed by Pakistan Government by influential persons is in existence?

SHRI K C PANT When I say that no information is available, I naturally referred to our country What has appeared in the Press I am aware of but what has appeared in the foreign press and all that has happened in the India House London are well known I am referring to the fact that no information is available to confirm the existence of such an organisation in the country I cannot be expected to give intelligence information with regard to foreign countries I am only aware of what has appeared in the press I am aware of the facts which my hon friend said viz that some people claim to know the existence of the organisation called black December This was involved in a raid in the Indian High Commission and two intruders there were killed They also gave an interview to the *Times* and they brought out certain statements on their behalf All those are published facts

SHRI SHANKER RAO SAVANT Is it not a fact that Pakistan Government is supporting the activities of these gangsters?

SHRI K C PANT It is true but it is very difficult to comment on this All I can say is that according to a statement made to the *Times* by this organisation a man whose name was disclosed as Mohammad Bin Kasim said that the aim of this organisation was to alert world opinion to the fate of the Pakistani prisoners of war detained in India It was also reported by the press that the man stated that that was their first action but that it would not be the last etc etc These are bare facts which I can place before the House

SHRI BIRENDER SINGH RAO. Sir, the hon Minister said that he does not know about the existence of such an organisation May I ask him as to what sort of information, and from whom, he expects to receive about the details of this organisation existing in India? Is it a fact that telephone calls are being received threatening the lives of national leaders? I would like to know whether any probe had been conducted to know definitely whether such a sinister organisation exists If so, whether any raids had been conducted on any individuals, organisation or political party suspected of aiding or harbouring such of them as claim to be Black December Is it not a fact that several attempts have been made by the Pakistani prisoners of war to escape from this country? During the past few months some of their bids to escape have been successful In fact many prisoners escaped and have gone safely to the neighbouring country, Nepal So, I would like to know whether such bids to escape could be made without the help of any Pro-Pakistan agency existing in India I want to know how these bids have been successful? Does the hon Minister know about those activities in India which have helped the Pakistani prisoners to escape from here? Is he not aware that some telephone calls have also been made threatening the lives of national leaders? Depending upon his own information what adequate arrangements for the protection of the lives of national leaders have been made just in case such organisation exists?

SHRI K C PANT It is true that certain anonymous calls and letters have been received In fact they have been received by various personalities It is also true that we have taken security measures That goes without saying Whether it is confirmed or not we have taken security measures In fact even the London authorities have not confirmed the existence of such an organisation They have said, the matter is being vigorously looked into. The fact that there are some anonymous telephone calls and anonymous letters should be seen in its proper perspective We should take it for what it is, neither make too much of it nor ignore it. We have alerted the police authorities all over the country and asked them to make vigorous efforts to locate the callers and the writers of the letters and also make general enquiries about the existence of such an organisation or militant groups in the country

SHRI BIRENDER SINGH RAO I asked whether any raids have been conducted on any suspected persons in India and what is the Minister's information about the escape of Pakistani prisoners of war

SHRI K C PANT I have already said that we have alerted the police authorities If we had specific information and raids were conducted, I would have placed it before the House and I would not have said that there is no confirmation at all

डा० लक्ष्मीनारायण पाण्डेय: माननीय मन्त्री जी ने अभी कहा कि इस प्रकार के सगठन के सूत्र का उन्हे पता नही है, मैं एक विशेष घटना की ओर उनका ध्यान आकर्षित करना चाहता हू कि मध्य प्रदेश के गरोठ नामक स्थान में 10 मार्च को ब्लैक दिसम्बर के सगठन के नाम से पुलिस अधिकारियों और राजस्व अधिकारियों को इस प्रकार का पत्र दिया गया कि यदि 11 मार्च, को श्री अटल बिहारी वाजपेयी ने मूर्ति का अनावरण किया तो उनकी जन को खतरा है। मैं जानना चाहता हूं क्या मन्त्री महोदय को इस प्रकार की जानकारी हुई है? क्या राज्य शासन ने इस प्रकार की कोई जानकारी दी है और राज्य शासन ने क्या किसी प्रकार की कोई कार्यवाही की है?

श्री कृष्ण चन्द्र पन्त : अध्यक्ष जी, यह ठीक नहीं होगा कि अगर मैं किसी भी

माननीय सदस्य या किसी भी माननीय नेता का नाम लू इस सिलसिले मे। यह अच्छा नही होगा। (व्यवधान) . मेरे पास सूचना है कि किस किस राष्ट्रीय नेता के पास, किस किस समत्सदस्य के पास या किन मत्रियो के पास इस प्रकार के टेलीफोन काल और चिट्ठिया आई है लेकिन मैंने इरादतन नाम नही लिया। मैं नाम लेना नही चाहता और नाम लेना ठीक भी नही होगा।

सरकारी कार्यालयो में हिन्दी का प्रयोग

*409. **श्री चिरजीव झा :** क्या गृह मत्री यह बताने की कृपा करेगे कि

(क) क्या केन्द्रीय सरकार के सभी अधीनस्थ कार्यालयो को यथासम्भव अधिकाधिक हिन्दी के प्रयोग को प्रोत्साहन देने का आदेश दिया गया है

(ख) यदि हा, तो केन्द्रीय सरकार के ऐसे कितने अधिनस्थ कार्यालय है जहा अभी केवल अग्रेजी का प्रयोग होता है, और

(ग) हिन्दी के अधिकतम प्रयोग को प्रोत्साहन देने के आदेशो का कहां तक पालन हो रहा है ?

गृह मंत्रालय तथा कार्मिक विभाग में राज्य मंत्री (श्री राम निवास मिर्धा) : (क) से (ग) हिन्दी भाषी क्षेत्रो मे स्थित अधीनस्थ कार्यालयो मे हिन्दी का प्रगामी प्रयोग सुनिश्चित करने के लिये सभी मत्रालयो / विभागो को समय समय पर अनुदेश दिये जाते रहे हैं। इन आनुशो के पालन पर विभिन्न मत्रालयो विभागो/कार्यालयो मे स्थापित राजभाषा कार्यान्वयन समितियो द्वारा निगरानी रखी जाती है। इन समितियो को अनुदेशो के कार्यान्वयन का तिमाही पुनरीक्षण करना होता है। विभिन्न अधीनस्थ कार्यालयो मे हिन्दी के प्रयोग मे की गई प्रगति के बारे मे अपेक्षित सूचना सहज उपलब्ध नही है। केन्द्र सरकार के कार्यालयो की सख्या बहुत अधिक है और वे सारे देश म फैले हुए है। आकडे एकत्र करने मे लग वाला समय, श्रम तथा व्यय प्राप्त कियेनं जाने वाले सम्भावित परिणामा के अनुकूल नही हागे।

श्री चिरजीव झा मत्री ने जिन अनुदेशो का अपने उत्तर मे जिक्र किया है उनसे सम्बन्ध मे मैं जानना चाहता हू कि जब उन अनुदेशो के पालन पर विभिन्न मत्रालयो, विभागा एव कार्यालयो मे स्थापित राज भाषा कार्यान्वयन समितियो द्वारा निगरानी रखी जाती है और जब इन समितियो को कार्यान्वयन का हर तिमाही मे पुनरीक्षण हो।ा है तब फिर क्या बात है कि हिन्दी के प्रयोग मे की गई प्रगति की अपेक्षित सूचना सहज मे उपलब्ध नही है ? क्या हर तिमाही मे पुनरीक्षण प्रतिवेदन के आधार पर इसकी स्पष्ट सूचना इस सदन को नही दी जा सकती है ?

फिर अतिरिक्त श्रम, समय और व्यय की आवश्यकता कहा पडती है ? क्या इसका हम यह अभिप्राय लगाए कि मत्री जी के अनुसार हिन्दी के प्रयोग म अपेक्षित प्रगति नही हुई है ?

श्री राम निवास मिर्धा मैंने यह निवेदन किया है कि अधीनस्थ कार्यालय सैकडो है और सब जगह वे फैले हुए है। यह बताना कि किस मे हिन्दी का प्रयोग कितना होता है इस सूचना को इकट्ठा करने मे समय लगेगा मेरा अभिप्राय केवल यही था। जहा तक तिमाही रिपोर्टों का सवाल है वे हमेशा तैयार की जाती है। सालाना रिपोर्ट भी सदन के समक्ष प्रस्तुत की जाती है जिस मे उल्लेख होता है कि कितना कार्य इस क्षेत्र मे हुआ है और उन रिपोर्टों को अगर माननीय सदस्य देखेगे तो उनको आभास होगा कि

प्रगति हुई है और निश्चित ही प्रगति हो रही है ।

श्री चिरंजीव झा : क्या यह बात सच है कि अभी तक केन्द्रीय सरकार सिर्फ नौ राज्यों के साथ हिन्दी में पत्राचार करती है?. मैं जानना चाहता हूं कि अन्य राज्यो के साथ कब तक हिन्दी में पत्राचार करने की योजना है और अभी अंग्रेजी के साथ साथ हिन्दी मे भी सभी राज्यो के साथ पत्राचार क्यो नही प्रारम्भ किया जाता ?

क्या जीवन बीमा निगम जिस का सम्बन्ध गांव के हर व्यक्ति से है सभी प्रपत्र अंग्रेजी मे ही छापता है और यदि हा तो यह कहा तक उचित है ? क्या इसकी व्यवस्था नही की जा सकती है कि अंग्रेजी के साथ साथ ये प्रपत्र हिन्दी में भी छापे जाए ?

श्री राम निवास मिर्धा सरकार की जो हिन्दी के सम्बन्ध मे नीति है उसको हम लाइफ इनश्योरेंस कारपोरेशन या दूसरे जो कारपोरेशन है उन पर भी लागू करने का निर्णय बहुत समय पूर्व ले चुके है । उन से समय समय पर यह कहा जाता है कि वे भी विशेष तौर से जो उनके कार्यालय हिन्दी भाषी क्षेत्रो मे स्थित है वहा हिन्दी का प्रयोग करे.....

कुछ माननीय सदस्य : कही नही हो रहा है ।

श्री राम निवास मिर्धा · इस विषय मे मे जो भी प्रगति होती है उसको एक सालाना एसेसमेंट रिपोर्ट इस सदन के समक्ष प्रस्तुत की जाती है और जैसा मैने निवेदन किया है उस मे अवश्य कुछ न कुछ गति हर क्षेत्र में हुई है और जितनी अपेक्षा की जाती और माननीय सदस्य और सरकार जितनी चाहते है सम्भवत: उतनी न होसकी हो, पर प्रयास निरंतर जारी हैं ।

WRITTEN ANSWERS TO QUESTIONS

Discussion of law and order problem at the recent Conference of Chief Ministers of States

*401. SHRI R. S. PANDEY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the deterioration in law and order situation in the country was discussed at the recent Conference of Chief Ministers of States,

(b) whether any concrete measures have been worked out to improve the situation, and

(c) if so, the broad outlines thereof?

THE MINISTER OF HOME AFFAIRS (SHRI UMA SHANKER DIKSHIT) (a) to (c) A conference of Chief Ministers of States was held in the capital on 24th February, 1973, at the instance of the Ministry of Food and Agriculture to discuss and finalise the steps necessary to implement the Government's decisions regarding procurement and take over of wholesale trade in foodgrains No item relating to the law and order situation in the country was sponsored by the Ministry of Home Affairs for discussion at this conference.

Co-ordinated research plan made by the National Committee on Science and Technology

*405 SHRI DEVINDER SINGH GARCHA·

SHRI RAMSHEKHAR PRASAD SINGH:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state·

(a) whether the National Committee on Science and Technology has proposed a Rs. 10 crore co-ordinated research plan which has identified a

wide variety of special new material to be developed and produced by our own industry by setting up new processing units in various parts of the country, and

(b) if so, the major products in which such material will be used?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) and (b) Yes Sir The NCST Pane on Special Materials has drawn up a tentative plan for the development of a wide variety of special materials at an estimated cost of Rs 11 5 crores These materials would have wide applications in industries such as aero-space electronics tele-communications etc

Legislation on limiting advertisement space in newspapers

*410 SHRI MUKHTIAR SINGH MALIK Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether Government have decided to enact any legislation to prescribe limit on advertisement space in the newspapers in the country and

(b) if so the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI I K GUJRAL) (a) and (b) The entire issue is under consideration

Foreign and Indian Investment in Cigarette Industry

*411 SHRI RAJDEO SINGH Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) the proportion between the foreign and Indian investment of capital in the Cigarette Industry in the country,

(b) whether Government have adopted a policy to encourage only cent per cent Indian companies to manufacture cigarettes, and

(c) if so, whether since adoption of this policy any letters of intent or licences have been issued to any foreign company either for expansion or setting up a new factory?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) The foreign and Indian investment of equity capital in the cigarette industry in the country is approximately Rs 1623 94 lakhs and 862 26 lakhs respectively

(b) Government s policy is to encourage the production of cigarettes by Indian owned firms to take care of the increased demand Government is also encouraging establishment of companies which are 100 per cent Indian owned

(c) No, Sir.

Discussion between Planning Commission and representatives of States and Union Territories in March, 1973

412 SHRI SHRIKISHAN MODI
SHRI PURUSHOTTAM KAKODKAR

Will the Minister of PLANNING be pleased to state

(a) whether Planning Commission has invited representatives of the States and Union Territories for discussion in March 1973 if so the subjects to be discussed

(b) whether Planning Commission has also issued a circular to the States asking them to send concrete p o posals for the discussion in advance and

(c) if so the gist of the proposals received from the States?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) to (c). The Planning Commission have invited representatives of States for informal discussions in March, 1973 regarding their approach and strategy in respect of the National Programme of Minimum Needs and the mobilisation of resources for the Annual Plans for 1973-74 as well as Fifth Five Year Plan.

The Planning Commission have also addressed the States to send concrete proposals in regard to the Minimum Needs Programme along with relevant material to explain the methodology adopted The following States have so far sent their proposals for the amounts shown below:

(Rs. in crores)

States	Outlay proposed
Haryana . . .	282 33
Uttar Pradesh	1059 36
West Bengal	687·94
Rajasthan	625·28
Maharashtra	698 05
Punjab .	277 00
Total	3626 96

Task Force Committee for Pump Industry

*413 SHRI Y ESWARA REDDY Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether the President of the Indian Pump Manufacturers' Association Shri S S Kirloskar has suggested the formation of a task force committee exclusive y for the power driven pump industry to assess the present capacity, production of the industry both in the organised as well as small scale sector and probable demand for the Fifth Plan period; and

(b) if so, what decision has been taken on the suggestion?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) Yes, Sir.

(b) It is under consideration.

Looting of Rs. 90,000 from a Government Official by Hostile Nagas near Mao in Manipur

*414 SHRI YAMUNA PRASAD MANDAL
SHRI VARKEY GEORGE

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether there have been skirmishes between Naga Hostiles and Security Forces,

(b) whether Nagas looted Rs 90,000 recently from a Government Official near Mao in Manipur, and

(c) if so the steps taken by Government to check such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K C PANT): (a) Yes, Sir.

(b) On the 7th February, 1973 near Mao in Manipur about 8 to 10 Naga hostiles looted a Government jeep in which a Deputy Inspector of Schools was carrying funds for disbursing salaries of the staff of the area. The Naga hostiles decamped with Rs 97,445.55.

(c) Government of Nagaland and Manipur have strengthened administrative centres and established additional police posts. Security measures and continuous vigilance are being maintained against such unlawful activities. The Security Forces have

been mounting operations to locate and destroy hide-outs and caches of Naga hostiles.

Film Scripts in Bengali and Hindi Approved by F.F.C. in 1972

*415 SHRI PRIYA RANJAN DAS MUNSI Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) how many scripts in Bengali and Hindi have been approved in 1972 by the Film Finance Corporation for advancing Finance for making Films and

(b) whether the Film Finance Corporation has extended its co-operation to the Directors and Artistes who have passed out from Poona Film Institute and if so their names?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI I K GUJRAL) (a) Bengali 2 Hindi 5 (including one documentary film)

(b) Yes Sir A statement showing the names of Artistes, Directors and technicians trained at the Film and TV Institute of India Poona who are associated with the production of films financed by the Film Finance Corporation is laid on the Table of the House [*Placed in Library See* No LT-4548/73]

औद्योगिक सहकारी समितियों में लगी पूजी

*416 श्री मूलचन्द डागा क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि

(क) इस समय देश मे राज्यवार कुल कितनी औद्योगिक सहकारी समितिया है, उन में कितना धन लगा हुआ है और उनमे प्रतिवर्ष कुल कितने मूल्य का उत्पादन होता है ; और

(ख) वर्ष 1970 और 1971 में उनकी राज्यवार कुल सख्या कितनी थी ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) :

(क) और (ख) सहकारी समितियो के कार्य सम्बन्धी साख्यकी विवरण एकत्रित करके प्रतिवर्ष रिजर्व बैक आफ इण्डिया द्वारा स्टेटिस्टीकल स्टेटमेंट्स रिलेटिंग टू दी कोआपरेटिव मूवमेंट इन इण्डिया ('भारत मे सहकारिता आन्दोलन सम्बन्धी साख्यकी विवरण") नाम मे प्रकाशित किए जाते है । औद्योगिक क्षेत्र मे सहकारिता सम्बन्धी अधुनातय उपलब्ध विवरण वर्ष 1969–70 (30 जून 1970 को समाप्त होने वाला सहकारिता वर्ष) का है । समितियो की सख्या तथा 30–6–70 तक उनमे किया गया विनियोजना तथा 1970–71 के उनके उत्पादो के सम्बन्ध मे राज्यवार जानकारी नीचे दी जा रही है —

विवरण

राज्य	30-6-70 को समितियो की सख्या (सोसाइटियो की स०)	69-70 मे† उनमे किया गया उत्पादन हुआ	विनियोजन (करोड रुपये मे)††
आन्ध्र प्रदेश	6533	27 12	26 83
असम	1951	1 61	4 49
बिहार	4901	4 18	5 29
गुजरात	1104	18 43	38 06

†औद्योगिक बस्तियो मे से बिनौले निकालने और प्रेस करने तथा अन्य कृषि उत्पाद परिष्करण समितियो के उत्पादन सम्बन्धी आकडे उपलब्ध नही है ।

††इन समितियो मे किए गए सस्थाओ विनियोजन मे सदस्यो द्वारा तथा सरकार द्वारा लगाई गई अशपूजी सरकारी तथा वित्तीय ऐजेंसियो से लिया गया ऋण तथा विभिन्न स्रोतो से उगाही जमा राशि सम्मिलित है ।

1	2	3	4
हरियाणा	2153	7.36	6.31
जम्मू तथा काश्मीर	347	0.18	0.50
केरल	3083	9.05	11.83
मध्य प्रदेश	1453	1 49	5.29
महाराष्ट्र	30.33	124.62	142.02
मैसूर	2715	11.07	36.87
उडीसा	1657	5.01	6.65
पजाब	3728	8.90	13 82
तमिलनाडू	3560	43 24	46 58
राजस्थान	3117	1 09	5 53
प० बगाल	2168	10 44	4 73
उत्तर प्रदेश	6287	16 05	18 68
हिमाचल प्रदेश	408	0.15	0.46
मणिपुर	420	0 28	0.22
त्रिपुरा	126	0 04	0 12
नागालैड	11	—	0 09
पाडिचेरी गोआ दमन	250	0 12	0 12
और दीव अण्डमान निकोबार	26	0 03	0 01
द्वीप समूह		कुछ नही	कुछ नही
चण्डीगढ	49	—	0 08
लक्कादीव मिनीकाय तथा अमीनी			कुछ नही
द्वीपसमूह	2		कुछ नही
दिल्ली	265	0 38	2 96
योग	49129	291.84	377 16

Self-sufficiency in Design Documentation

*417. SHRI G. Y. KRISHNAN:
SHRI DHARAMRAO AFZALPURKAR:

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether in a number of sectors the enterprises are not yet independent of foreign know-how for design documentation in some fields of manufacturing stages, and

(b) if so, the steps Government have taken to achieve the object of self-sufficiency in design capability at the earliest time?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) and (b) Government's policy towards the import of foreign know-how for design documentation is the same as is followed for the import of foreign technology in general namely a policy of selectivity to ensure that what is within indigenous capability is not allowed to be imported. The need for import of designs in sophisticated fields however, arises with the diversification of the requirements of as well as the capacity for machine building in the country. The alternative to the import of designs would obviously be the import of machinery itself which would be far more expensive to the economy in terms of foreign exchange.

At the same time, Government are consistently striving to utilise as well as upgrade indigenous design capability. Major public sector undertakings have set up their own design organisations. A condition is imposed while approving foreign collaboration agreements that within the duration of the agreement, the Indian Company should develop and set up their own design and research facilities so that

continued dependence upon the foreign collaborator beyond the period of collaboration agreement will not be necessary Similarly, in the letters of intent being issued to the parties, it is laid down that in the execution of the project, approved/registered Indian engineering design and consultancy organisations must be the prime consultants and Government will consider permitting the purchase of only such design and consultancy services from abroad as are not available within the country It has also been laid down recently that in all appropriate cases pertaining to machinery industries a condition should be imposed in the letter of intent that the applicant should establish an adequate design organisation as part of the manufacturing facilities of the industrial undertaking and that for this purpose he should submit an appropriate scheme to the technical authorities concerned before conversion of the letter of intent into licence In order to examine certain problems relating to machinery industries, Government have recently set up an Expert Group which would *inter-alia*:

(i) review the existing design facilities and the state of design knowledge and make recommendations on the steps to be taken to upgrade them,

(ii) examine the question of constituting a Central Bureau of Design Data and make appropriate recommendations to set it up also consider in this connection the possibility of having copies of imported designs and drawings being lodged with a Central Organisation which can store the information and also make it available to other parties,

(iii) work out a comprehensive list of gaps in our designs and drawings facilities and suggest methods for getting the list constantly updated through additions and deletions.

सरकारी और गैर-सरकारी प्रतिष्ठानों में कार्य कर रहे भारतीय सिविल सेवा तथा भारतीय प्रशासनिक सेवा के सेवा निवृत्त अधिकारियों की पुनर्नियुक्ति

*418. **श्री शंकर दयाल सिंह :** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि .

(क) गत तीन वर्षों मे भारतीय सिविल सेवा तथा भारतीय प्रशासनिक सेवा के कितने सेवानिवृत्त अधिकारियो को पुन सरकारी और गैर-सरकारी क्षेत्र के उपक्रमो मे नियुक्त किया गया है , और

(ख) गैर-सरकारी कम्पनियो मे ऐसे सेवानिवृत्त अधिकारियो को पुर्नियुक्त करने की क्या शर्तें है और क्या उनकी पेंशन मे से किसी प्रकार की कटौती की जाती है ?

गृह मंत्रालय तथा कार्मिक विभाग में राज्य मंत्री (श्री रामनिवास मिर्धा) :

(क) भारत सरकार के पास मांगी गई सूचना का केवल एक अश ही उपलब्ध है, नियमो के अधीन, पेंशन पाने वालो को निम्नलिखित स्थितियो को छोड कर रोजगार प्राप्त करने से पूर्व, सरकार की अनुमति लेने या ऐसे रोजगार के बारे मे सरकार को सूचित करने की आवश्यकता नही होती :—

(i) सेवानिवृत्ति की तारीख से दो वर्ष के बीच, किसी वाणिज्यक रोजगार के लिये, या

(ii) भारत से बाहर सरकार के अधीन रोजगार (या किसी अन्तर्राष्ट्रीय सगठन जिसका कि भारत सरकार सदस्य न हो) के लिए ।

रोजगार की ऊपर निर्दिष्ट श्रेणियो के सम्बन्ध मे स्थिति यह है कि गत तीन वर्षों के दौरान भारतीय प्रशासनिक सेवा (भारतीय सिविल सेवा के भूतपूर्व सदस्यो समत) के 16 भूतपूर्व सदस्यो को वाणिज्यक रोजगार स्वीकार करने की अनुमति दी गई है ।

(ख) गैर-सरकारी कम्पनियो मे ऐसे सेवानिवृत्त अधिकारियो की नियुक्ति के लिए सेवा शर्तें भिन्न भिन्न मामलो मे भिन्न होती है और उनकी पेशन मे कोई कटौती नही की जाती है । तथापि सेवानिवृत्त अधिकारियो को उनकी सेवानिवृत्त के दो वर्ष के बीच वाणिज्यिक रोजगार प्राप्त करने के बारे मे अनुमति देने से पूर्व, प्रत्येक मामले की गुणवगुण के आधार पर जाच की जाती है ।

Electronic System for Controlling Locomotive Speed and Power

*419 SHRI K LAKKAPPA Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state

(a) whether an indigenous electronic system for controlling locomotive speed and power has been evolved through the joint efforts of four organisations, and

(b) if so which are those organisations?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) Yes, Sir

(b) The organisations are —

(1) The Central Electronics Engineering Research Institute, Pilani

(2) The Diesel Locomotive Works Varanasi.

(3) The Electronics Corporation of India Limited, Hyderabad

(4) The Heavy Electricals Limited, Bhopal.

Inclusion of Bengali Origin Laskar Community in the List of Scheduled Tribes of Tripura

*420 SHRI DASARATHA DEB: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received any representation for the inclusion and exclusion of some tribes in the List of the Scheduled Tribes of India,

(b) whether the Bengali Origin Laskar Community known as Deshi Tripura is included in the List of Scheduled Tribes of Tripura in view of its cultural, linguistic and traditional relations with Tribals of Tripura, and

(c) whether Government are contemplating to review the List of Scheduled Tribes and Scheduletd Castes in the near future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) Yes, Sir

(b) The Tripura Tripuri or Tippera community is specified as a Scheduled Tribe for Tripura State The Community known as "Deshi Tripura" is not specifically mentioned in the List of Scheduled Tribes

(c) The question of revision of the lists of Scheduled Tribes and Scheduled Castes is under consideration.

Attack on Embassies by Palestinian Guerillas

3956 SHRI BISHWANATH JHUNJHUNWALA Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether India has been warned by the Interpol that Palestinian Guerillas might launch an attack on the embassied which are sympathetic

to Israel in India and might even try to kidnap some of their diplomats,

(b) whether activities of Palestinian students and their sympathisers in the capital has of late increased and Government have taken no steps to curb them and

(c) whether protection to foreign diplomats has been assured?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) and (c) Information about the threat to some embassies and diplomats in India was received and necessary arrangements have been made for their protection

(b) The activities of all such persons are kept under watch and steps are taken whenever considered necessary

Conclave of Arab Students held in Golf Links New Delhi

3957 SHRI BISHWANATH JHUNJHUNWALA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Government's attention has been drawn to the report appearing in the March of the Nation dated the 10th February 1973 that a Conclave of Arab students was held recently at 62 Golf Links New Delhi which was attended by Guerilla representatives from Angola and Mozambique and have decided to organise themselves into a General Union of Palestinian Students in India

(b) whether these students have also decided to set up their branches of the said organisation in Bangalore Bombay Poona Nagpur Nasik and Jabalpur and

(c) if so whether Government have tried to find out the names of the organisers of the conclave the objective of the proposed organisation and whether this organisation is a cover for organising guerilla activities by Arab students against some other country's diplomatic representatives stationed in India and if so the reaction of Government in regard to its functioning in India?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) to (c) Government have seen the news report in question The General Union of Palestinian Students is a registered body with Shri Ziad Raja, an Arab student of Jordanian nationality as its President According to available information a meeting of the General Union of Palestinian Students in India was held at 62 Golf Links New Delhi from December 26 to 28 1972 Government have no information that guerilla representatives from Angola and Mozambique attended this meeting or that this organisation is a cover for guerilla activities by Arab students in India or any decision has been taken to establish branches at different places The meeting is believed to have been attended by about 45 50 Palestinian students in India from different Arab countries

While the Government offer scholarships to these Palestinian students and also do not object to legitimate welfare activities they would not be permitted to indulge in any prejudicial activity

Grant to assist Unemployed Engineers and Technicians in Kerala

3958 SHRI VAYALAR RAVI Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government of Kerala have requested the Centre to treat the whole allotment to the State under the scheme to assist unemployed engineers and technicians as grant, and

(b) the amount allotted to the State for the purpose and Government's reaction to the State's request?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI) (a) Yes, Sir.

(b) Under the Scheme of assistance to the educated unemployed, Rs 70 00 lakhs have been allocated to the Government of Kerala during 1972-73 in the pattern of 2/3rd Loan and 1/3rd Grant.

Selection Grade for Scheduled Castes and Scheduled Tribes on the basis of Separate Seniority

3959 SHRI AMBESH Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No 3250 on 6th December 1972 regarding raising of percentage of reservation for Scheduled Castes and Scheduled Tribes in Government services and state

(a) whether Selection Grade will be allowed on the basis of separate seniority to the Scheduled Castes and Scheduled Tribes and

(b) if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) and (b) There is no separate seniority of Scheduled Castes and Scheduled Tribes in any grade Where however vacancies are reserved for Scheduled Castes and Scheduled Tribes in posts filled by promotion according to the general orders in this regard eligible Scheduled Castes/ Scheduled Tribes candidates are adjudged separately from others The nature of Selection Grade posts and the method of filling them are given in the recruitment rules of the respective posts Appointments to the Selection Grade posts are to be made in terms of provisions of the recruitment rules and taking into account the orders of reservation for Scheduled Castes and Scheduled Tribes as may be applicable to the Selection Grade posts concerned.

Proposal to set up National Laboratories

3960 SHRI ROBIN KAKOTI Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) the total number of national Laboratories in the country,

(b) whether there is any proposal for establishment of new National Laboratories in the country during 1973-74, and

(c) if so, the State-wise number of National Laboratories proposed to be set up?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) There are at present 30 National Laboratories/Institutes under the Council of Scientific and Industrial Research

(b) and (c) The following proposals for establishment of new Research Laboratories/Centres are under consideration during the 5th Five Year Plan period —

(1) Institute for Solar Energy
(2) Institute for Refrigeration and Air-conditioning
(3) Corrosion Research Board
(4) Co operative Research Association for electrical and allied industries
(5) Central Research Institute for Pulp and Paper Technology
(6) Batteries Research Centre
(7) Centre for Bio-technology bioengineering and fermentation.
(8) Centre for Catalysts Research
(9) Institute for Polymer Research.

(10) Fibre Research Laboratory.

(11) Institute for Refractories.

(12) Central Glass and Ceramic Research Institute (CG&CRI) Regional Centre in Gujarat.

(13) Some Regional Research Laboratories.

(14) Institute for Welding Research

(15) Institute for Tyre Research

The proposals are at a preliminary stage and are yet to be processed through various channels

उर्दू समाचार बुलेटिन के प्रसारण में उच्चारण का अशुद्ध होना

3961. **श्री चन्दूलाल चन्द्राकर:** क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आकाशवाणी से उर्दू भाषा मे जो समाचार बुलेटिन प्रसारित होते हैं, उन मे उच्चारण अशुद्ध होता है ;

(ख) क्या सरकार को इस संबंध में कुछ शिकायतें प्राप्त हुई हैं , और

(ग) यदि हां, तो इस सम्बन्ध मे सरकार ने क्या क्या कार्यवाही की है ?

सूचना और प्रसारण मंत्रालय में उपमंत्री (श्री धर्मवीर सिंह) : (क) जी, नही ।

(ख) पिछले एक वर्ष के दौरान कोई शिकायत नही मिली है ।

(ग) प्रश्न नही उठता ।

Micro-Wave System for North Bihar

3962 **KUMARI KAMLA KUMARI:** Will the Minister of COMMUNICATIONS be pleased to state.

(a) whether the Micro wave system will cover only the North Bihar and the South Bihar has been neglected by his Ministry,

(b) if so, the reasons therefor;

(c) the total number of telephone connections in the State of Bihar, and

(d) the number of connections in Chhota Nagpur area?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA): (a) No, Sir We have already commissioned Patna-Muzaffarpur system in the North Bihar and Asansol-Dhanbad Ranchi system in South Bihar. Systems planned for the future are (1) Muzaffarpur-Dharbhanga-Samastipur (2) Patna-Katihar and (3) Patna-Muzaffarpur-Motihari-Raxaul in North Bihar and (1) Dhanbad Bokaro, (2) Ranchi-Daltonganj and (3) Jamshedpur-Ranchi-Hazaribagh-Gaya-Patna in South Bihar In addition Patna will be junction point in the Allahabad-Varanasi-Patna Lucknow-Gorakhpur Patna and Asansol Patna routes Jamshedpur will be junction point in Jamshedpur-Ranchi Jamshedpur-Sambalpur and Jamshedpur-Kharagpur Microwave routes

(b) Question does not arise

(c) The total number of telephone connections is about 30,700

(d) The number of telephone connections is about 15,500.

Shortage in Cement supply to D D A

3963. SHRI T SOHAN LAL Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Delhi Development Authority is not provided with full requirement of cement; and

(b) if so, whether this has had an adverse effect on the construction programme of DDA?

THE DEPUTY MINISER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE). (a) Although quarterly allocations have been made to match, more or less the average quarterly demand from Delhi Development Authority, the actual supplies have, however, been lower due to loss of production in the country as a result of disturbed conditions in Andhra Pradesh, labour unrest and severe power-cuts in several States of the country

(b) Yes, Sir The DDA has been requested to re-assess the priorities between various categories of consumption of cement

De-Recognition of Koli Caste as Scheduled Caste in the Union Territory of Delhi

3964 SHRI SATPAL KAPUR Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Koli Caste which has been recognised as a Scheduled Caste in the Union Territory of Delhi under Scheduled Castes and Scheduled Tribes Lists Modification Order 1956 has since been de-recognised

(b) if not the reasons why the DC Office has since stopped issuing Scheduled Caste certificates belonging to Koli community, and

(c) the number of certificates issued to candidates belonging to Kolo Community by the DC Office Delhi from 1st November, 1972 to 31st January, 1973 and the number of those whose applications were rejected and the reasons for such rejections?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H MOHSIN): (a) No Sir,

(b) Scheduled Caste certificates to the members of the Koli Community belonging to Union Territory of Delhi are being issued as usual

(c) Thirty-three certificates were issued during this period No application was rejected.

राजस्थान में भूमिगत पाकिस्तानी नागरिक

3965. **श्री हुकम चन्द कछवाय** : क्या गृह मंत्री यह बताने की कृपा करेंगे कि

(क) 31 मार्च 1972 को राजस्थान में भूमिगत 16 पाकिस्तानी नागरिकों में से कितनों को खोज निकाला गया और उनमें से कितनों को निष्कासित किया गया, और

(ख) भूमिगत पाकिस्तानी नागरिकों की, जिलावार संख्या कितनी है ?

गृह मंत्रालय में उपमंत्री (श्री एफ० एच० मोहसिन) (क) और (ख) सूचना एकत्रित की जा रही है तथा सदन के पटल पर रख दी जायगी ।

Preparation of Irrigation Schemes with quick yielding results in Food Production in M P

3966 SHRI MARTAND SINGH OF REWA Will the Minister of PLANNING be pleased to state

(a) whether he has directed the Madhya Pradesh Government to prepare two or three irrigation schemes, with quick yielding results in terms of food production which can be implemented within two or three years; and

(b) if so, the main features of the schemes sent by the Madhya Pradesh Government?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) and (b) No, Sir.

However, the Planning Commission has recently identified certain irrigation projects for accelerated construction and command area development One of these projects, namely, Tawa, is from Madhya Pradesh

Reservation of seats in public and private Industries for Scheduled Castes and Scheduled Tribes as in Government services

3967 SHRI MARTAND SINGH OF REWA Will the PRIME MINISTER be pleased to state

(a) whether Government have any proposal under consideration to reserve some seats in the Industrial Sector (Public and Private) for services to such individuals among the Scheduled Castes and Scheduled Tribes as are in the Government Services and

(b) if so, the outline of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) No Sir

(b) Does not rise

पम्प सेट बनाने वाले कारखाने

3968. **श्री धनशाह प्रधान** : क्या **औद्योगिक विकास** मंत्री यह बताने की कृपा करेंगे कि

(क) देश में ऐसे कारखानों की संख्या कितनी है जहां पम्प सेटों का निर्माण होता है तथा जहां उसकी सर्विस सुविधाएं भी उपलब्ध हैं ;

(ख) ये कारखाने किस-किस राज्य में हैं ; और

(ग) सरकार का विचार पांचवीं पंच-वर्षीय योजना में कितने नए कारखाने खोलने का है ?

औद्योगिक विकास मंत्रालय में उप मंत्री (श्री प्रणव कुमार मुखर्जी) : (क) तकनीकी विकास के महानिदेशालय की सूची में संगठित क्षेत्र में स्थित चालित पम्प (पावर ड्रिवन पम्पस) का उत्पादन करने वाले 47 एकक दर्ज हैं । उनकी जानकारी के अनुसार इन सभी एककों में तथा डीलरों के यहां सेवा सुविधाएं उपलब्ध हैं । इनके अलावा लघु उद्योग क्षेत्र में स्थित-चालित पम्पों का उत्पादन करने वाले करीब 250 एकक हैं । लघु उद्योग क्षेत्र के उत्पादक एककों जिनमें मरम्मत और सेवा सम्बन्धी सुविधाएं भी हैं की संख्या विदित नहीं है फिर भी ऐसा विदित हुआ है कि बहुत बड़ी संख्या में आम किस्म की जनरल इन्जीनियरी की दुकानों द्वारा इस प्रकार की सुविधाएं प्रदान की जा रही हैं ।

(ख) जहां तक संगठित क्षेत्र के 47 एककों का सम्बन्ध है उनका राज्यवार वितरण निम्न प्रकार है —

राज्य का नाम	एककों की संख्या
1 पश्चिम बंगाल	11
2 महाराष्ट्र	14
3 तमिलनाडु	6
4 गुजरात	5
5 केरल	1
6 बिहार	1
7 मैसूर	2
8 पंजाब	2
9. उत्तर प्रदेश	1
10. मध्य प्रदेश	1
	47

लघु उद्योग क्षेत्र मे करीब करीब सभी राज्य मे पम्प सेटो का उपादन किया जा रहा है। किन्तु तामिलनाडू, पजाब, महाराष्ट्र और हरियाणा मे अधिक लघु उद्योग एकक है।

(ग) भारत पम्पस एण्ड कम्प्रैसर्स लि० जिसकी स्थापना नैनी, इलाहाबाद मे की जा चुकी है के अलावा पम्पो का उत्पादन करने के लिये सरकारी क्षेत्र मे और एकक स्थापित करने का कोई प्रस्ताव नही है।

Introduction of Direct-Dialling system between Delhi-Aligarh Firozabad-Agra and Delhi-Firozabad

3969 SHRI AMBESH Will the Minister of COMMUNICATIONS be pleased to state

(a) whether there is any proposal for introducing direct-dialling system between Delhi-Aligarh, Firozabad Agra and Delhi-Firozabad,

(b) if so, when this proposal will be implemented and

(c) if not the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) to (c) Aligarh is at present a manual exchange It is expected to be automatized in 1975 and connected to a Trunk Automatic exchange planned for installation at Agra in 1976-77 After this Aligarh subscribers will be able to dial Delhi direct

Firozabad is also a manual exchange at present It is likely to be automatized by the end of the Fifth Plan after which it will be connected to Agra TAX for Subscriber Trunk dialling.

Tours Performed by Ministries

3970. SHRI AMBESH: Will the Minister of HOME AFFAIRS be pleased to state whether Government have issued any specific directions regarding the number of days in a month when Ministers should remain in the Headquarters and the number of days they can go out on tours?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN): No, Sir. Tours are undertaken by Ministers only when they are necessary in connection with their official duties

Change of Religion by Scheduled Castes

3971 SHRI S M SIDDAYYA Will the PRIME MINISTER be pleased to state

(a) how many instances have come to the notice of the Government where Scheduled Castes candidates on adopting a religion other than Hinduism and Sikhism did not intimate the change in religion to the appointing/administrative authorities and continued claiming/enjoying concessions admissible to Scheduled Castes

(b) if so the names and the designation of the Scheduled Castes who have changed their faiths, and

(c) the action taken in each case and the dates from which the action came into force?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) to (c) The information is being collected from the Ministries/Departments and will be laid on the Table of the House as soon as possible

Reservation for Scheduled Castes and Scheduled Tribes in Central Government Offices and Public Sector Undertakings

3972. SHRI S. M. SIDDAYYA: Will the PRIME MINISTER be pleased to state:

(a) whether there is any proposal to bring in legislation to provide reservation for Scheduled Castes and Scheduled Tribes in services under Central Government and in Public Sector Undertakings;

(b) if so, the outlines of the proposal; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) No, Sir.

(b) Does not arise.

(c) Reservations have already been provided to Scheduled Castes and Scheduled Tribes in the services under Government by issuing executive instructions in pursuance of the provisions of Articles 16(4) and 335 of the Constitution. These instructions are required to be strictly followed by all the authorities concerned. The Public Sector Undertakings under the control of the Government of India have also been directed to make reservations for Scheduled Castes and Scheduled Tribes in their services on the lines of the reservation in the services/posts under the Government. Various steps have also been taken to see that these Undertakings fully implement the reservations. It is not therefore considered necessary to have any legislation for this purpose.

Laying of Reports of the Commissioner for Scheduled Castes and Scheduled Tribes on the Table of the House

3973. SHRI S. M. SIDDAYYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Reports of the Commissioner for Scheduled Castes and Scheduled Tribes for the years 1970-71 and 1971-72 have been submitted; and

(b) if so, when they will be laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) The Commissioner for Scheduled Castes and Scheduled Tribes has submitted his annual report for the year 1970-71 on 17th August, 1972. The report for the year 1971-72 is under preparation.

(b) The report for the year 1970-71 is under print. Efforts are being made to place it on the Table of the House during the current session.

Action Taken on Reports on the Recommendations made by the Commissioner for Scheduled Castes/Tribes

3974. SHRI S. M. SIDDAYYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the action taken on reports on the recommendations made by the Commissioner for Scheduled Castes and Scheduled Tribes in his Reports for the years 1966-67, 1967-68, 1968-69 and 1969-70 have been laid on the Table of the House.

(b) if so, the dates on which they have been laid; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) No, Sir.

(b) Does not arise.

(c) As one of the functions of the Parliamentary Committee on the Welfare of Scheduled Castes and Scheduled Tribes is to report to the House on the measures to be taken by Government on the reports of the Commissioner for Scheduled Castes and Scheduled Tribes, it was not considered

necessary to lay on the Table of the House a statement of the action taken in respect of these reports.

However as there was a demand from Members during the discussion on the Nineteenth report of the Commissioner for Scheduled Castes and Scheduled Tribes for the year 1969-70 that a statement of the action taken should be furnished copies of such a statement were placed in the Parliament Library on the 21st November 1972

Financial Assistance given by F F C

3975 SHRI VAYALAR RAVI Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the total amount of financial assistance given by the Film Finance Corporation to different films during 1972-73 and its film-wise break up, and

(b) the total amount of dues to be recovered by the Corporation from different films and its film-wise break up and the steps taken to recover the dues?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) Film-wise break up of financial assistance disbursed by Film Finance Corporation during 1972-73 (upto 12-3-1973) is as under —

Serial No	Name of film (and language)	Name of Producer	Amount Advanced
			Rs
1	Jukti Takko Aar Gaoppo (Bengali)	Rito Productions	1 51 200
2	Sankalp (Hindi)	Suresh Saighal	45 000
3	Ek Edhuri Kahani (Hindi)	Arun Kaul	26 000
4	Maya Darpan (Hindi)	Kumar Shahni	16 954
5	Aakrant (Hindi)	Girish Vaidya	3,904
6	Ashad Ka Ek Din (Hindi)	Mani Kaul	5,669
7	Kanku (Gujarati)	Kantilal Rathod	5 500
8	Swayamvaram (Malayalam)	Chitralekha Film Coop Ltd	3 782
9	Bilet Pherat (Bengali)	Chidananda Dasgupta	5 500
10	Trisandhya (Hindi and Malayalam)	Raj Marbros	20,000
	TOTAL		Rs 2 83,509

(b) No recovery of loans disbursed by the Corporation during 1972-73 has fallen due yet A statement showing other loans fallen due during 1972 73 (upto 31-12-1972) is placed on the Table of the House [*Placed in Library See* No LT-4543/73] The recovery proceedings in respect of these dues are in progress in accordance with the terms of the loans

Expansion of Kerala Transmitting Station

3976 SHRI VAYALAR RAVI Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) a brief outlines of the steps Government propose to take to expand and improve the functions of different radio transmitting stations in Kerala, and

(b) the total amount spent for this purpose during 1972-73 and the total amount proposed to be spent in 1973 74?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) A High power mediumwave transmitter to extend broadcast service in Kerala and to nearby Arabian Sea Islands has been commissioned at Alleppey The old medium power mediumwave transmitter at Trivandrum has been replaced by a new transmitter of higher power Studio facilities at Trivandrum have been augmented Permanent studios are being provided at Trichur and Calicut

Proposals for further expansion of the radio net work in various parts of th country including Kerala, in the Fifth Plan are under consideration

(b) Anticipated expenditure in 1972-73 is about Rs 12 00 lakhs and the amount proposed to be spent during 1973-74 is about Rs 14 50 lakhs

Development of Village Economy

3978 SHRI K MALLANNA Will the Minister of PLANNING be pleased to state

(a) whether Central Government have any programme for the development of village economy and

(b) if so the salient features of the programmes and whether any villages have been selected for that purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) and (b) The development of the village economy is a State subject and is covered by programmes relating to different sectors in the State Plans The role of the Central Government is only in regard to overall assistance for financing the State Plans The State Plan programmes in regard to the development of the village economy cover agricultural production, community development, forestry, fisheries, co-operative and other institutional credit irrigation, power, village and small-scale industries rural roads, education medical and health facilities, housing, drinking water supplies etc In addition to these continuing programmes *certain special programmes such as* Small Farmers Development Agencies Marginal Farmer Agricultural Labour Agencies Crash Scheme for rural employment Drought Prone Areas Programme house sites for rural landless workers rural road programmes etc were initiated in the Fourth Plan by the Centre to help weaker sections in rural areas In August 1972 the Ministry of Agriculture had requested the State Governments to select at least one village in each of the block to be named as 'Jayanti Village' to mark the 25th Anniversay of India's independence These selected 'Jayanti villages' would be developed as model villages

National Minimum Needs programmes of Rs 3300 crores approximately envisaged in the Fifth Year Plan provides for drinking water linkage by all weather roads school and medium facilities rural electrification etc and these schemes will certainly help in creating the required infrastructure for the betterment of village economy

Chairman and Members of Board of Directors of National Textile Corporation

3979 SHRI ROBIN KAKOTI Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government have asked the National Textile Corporation to run the sick textile mills taken over by Government, and

(b) the names of the Chairman and the Members of Board of Directors of the Corporation?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM) (a) The Government had taken over the management of 57 textile mills under the Industries (Development and Regulation) Act, 1951 Out of these 57 mills, the National Textile Corporation has been appointed as the Authorised Controller in respect of 17 mills and for the remaining mills the State Textile Corporation/individuals have been appointed as the Authorised Controllers However, in the case of the latter mills also the National Textile Corporation plays a major supervisory role The National Textile Corporation has been appointed as Custodian General of 46 mills, whose management has vested in the Central Government under the provisions of the Sick Textile Undertakings (Taking Over of Management) Act 1972

(b) The Board of Directors of the National Textile Corporation was constituted as under—

(i) Shri K K Dhar Chairman and Managing Director

(ii) Shri M G Mirchandani, Director (Technical)

(iii) Shri K Kishore Director

(iv) Shri F C Dhaun Director (Finance)

The term of appointment of some of the Directors has expired Reconstitution of the Board of Directors is under way

Expansion in Work of Survey of India in Bihar

3980 KUMARI KAMLA KUMARI Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state

(a) whether survey of India is to expand work in Bihar,

(b) whether the office for this work for survey of India will be opened in Chhota Nagpur area as it is a neglected area, and

(c) if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) Yes, Sir.

(b) and (c). The location of the new offices and units has not yet been decided yet

Complaint of Chandigarh Union of Journalists against Haryana Chief Minister.

3981 SHRI JYOTIRMOY BOSU· Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether (as reported in the *Times of India*, New Delhi dated 28th November, 1972) the Press Council of India has taken cognisance of the complaint of the Chandigarh Union of Journalists against the Haryana Chief Minister, and

(b) if so, the broad outlines of complaints made by the Union?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b) The Press Council is awaiting further details before initiating any action

Appointment of Enquiry Committees on Mismanagement by Managing Directors of Textile Mills taken over by Government

3982 SHRI N K SANGHI Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state·

(a) whether Government have appointed probing committees to find out to what extent the erstwhile Managing Directors of the textile mills which

have now been taken over by Government as sick textile mills are personally responsible for financial mismanagement and to find out the present financial assets held by these persons;

(b) if so, the outcome thereof; and

(c) whether prosecution have been launched against such Directors for damages and if not, the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) No, Sir.

(b) and (c). Do not arise.

Urgent Telegram not entertained at Telegraph Office Parliament Street for want of Change

3983 SHRI R. P. YADAV Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that at the telegraph office at Parliament Street at 6 P M. on 12th February 1973 urgent telegrams were returned to the public on the ground that there was no 'change' with the staff at the counter; and

(b) if so, the action taken by Government to provide Post and Telegraph Offices with adequate change to avoid inconveniance to the public?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) No, Sir, no such instance has come to the notice of the Government

(b) Does not arise.

Regularisation of unauthorised Constructions in Delhi

3985. DR H P. SHARMA Will the Minister of HOME AFFAIRS be pleased to state·

(a) whether Lieutenant Governor of Delhi took exception to the adoption of Resolution by the Delhi Municipal Corporation recommending the regularisation of all unauthorised constructions in Delhi on private land, in view of the fact that the Resolution was against the mandatory provisions of the Municipal Corporation Act; and

(b) if so, the steps taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN). (a) and (b). The Delhi *Administration* has informed that Resolution No 1313 dated 30-3-1971, by which the Delhi Municipal Corporation wanted to regularise all un-authorised construction on private land in Delhi, was considered inconsistant with the Master Plan of Delhi and the building byelaws of the Corporation and was detrimental to the financial interest of the Corporation The Admimstration served a Notice on the Commissioner Municipal Corporation of Delhi under sections 333 and 343 of the Delhi Municipal Corporation Act 1957, to show cause why direction not to implement the resolution be issued In reply on 30th January. 1973, the Commissioner. Municipal Corporation of Delhi informed the Administration that the Corporation had rescinded is resolution

Class IV Government Employees Residents Welfare Association, R K. Puram

3986 SHRI NARENDRA SINGH BISHT Will the PRIME MINISTER be pleased to state

(a) whether various complaints have been received in the past that Class IV Government Employees Residents Welfare Association Sector II R K Puram has not been functioning according to the provisions of its rules and regulations if so, the action taken thereon, and

(b) whether there have been cases of prosecution against or by the said Association in the Courts of Delhi since 1968 and its office bearers have

been spending the funds of the Association thereon; if so, the reasons for which Government have been giving them grants-in-aid regularly?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) Yes, Sir; complaints received against the Association were enquired into by the Welfare Officer and were found incorrect.

(b) No, Sir; some residents had filed applications for injunction against the office-bearers restraining them from functioning and these were dismissed by the Courts.

The Association is functioning satisfactorily and is spending funds on approved items. The question of withholding the grant-in-aid to it, therefore, does not arise.

नेपाल की सीमा पर स्थित बिहार के जिलों में चोरी और डकैती रोकने के लिए सुरक्षा प्रबन्ध

3987. **श्री विभूति मिश्र :** क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत एक वर्ष से नेपाल की सीमा पर स्थित बिहार राज्य के जिलों में अग्नेयास्त्र के साथ चोरी और डकैती की घटनाएं आए दिन होती रही है;

(ख) यदि हां, तो क्या सरकार नेपाल सरकार से कोई प्रभावी समझौता करके इन सीमावर्ती जिलों मे सुरक्षा की व्यवस्था कर रही है; और

(ग) क्या सरकार सीमाओं पर सुरक्षा सेना तैनात करेगी ?

गृह मंत्रालय में उप-मंत्री (श्री एच० एच० मोहसिन) : (क) से (ग) . सूचना एकत्रित की जा रही है और सदन के पटल पर रख दी जायगी ।

Raid in residents of Police Officials in Rajasthan

3988. SHRI LALJI BHAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether CBI had raided the residences of some high police officials in Rajasthan some time back; and

(b) if so, what are the findings and what punishment has been given to guilty officials?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Yes, Sir.

(b) Investigation is still in progress.

कोलिहान (राजस्थान) में यूरेनियम निकालना

3989. **श्री शिवकुमार शास्त्री :**
श्री विश्वनाथ मुंदड़ा :

क्या परमाणु उर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खेतड़ी नगर (राजस्थान) के कोलिहान क्षेत्र में यूरेनियम मिलने के संकेत पाये गए हैं; और

(ख) यदि हां, तो उसे निकालने के लिए सरकार क्या कदम उठा रही है ?

प्रधान मंत्री, परमाणु ऊर्जा मंत्री, इलैक्ट्रोनिक्स मंत्री, सूचना और प्रसारण मंत्री तथा अन्तरिक्ष मंत्री (श्रीमती इन्दिरा गांधी) : (क) जी, हा। मैसर्स हिन्दुस्तान कापर लिमिटेड की कोलिहान मे स्थित ताबे की खान मे भूमि के नीचे खुदाई करने से यूरेनियम धातु की विद्यमानता के सूचक सकेत प्राप्त हुए है।

(ख) इस समय विस्तार से की जा रही जाच का परिणाम प्राप्त होने के बाद ही खनिज निकालने का प्रश्न उत्पन्न होगा।

Request for Indian citizenship to Nepalese residing in India

3990 DR LAXMINARAIN PANDEYA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether a large number of Nepalese have been residing in India for the last so many years and they want to acquire citizenship of India now, and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K C PANT) (a) and (b) The information about the number of Nepalese nationals residing in India is not available as they are not subject to registration as foreigners under the Registration of Foreigners Rules, 1939. Data in this regard are also not available in 1971 Census However according to 1961 Census their number was 1,27,995 The number of such persons seeking Indian citizenship is very small. During the year 1972, the Central Government received only one application from a Nepalese national for naturalisation as an Indian citizen Applications for grant of Indian citizenship are dealt with on merits in accordance with the provisions of the Citizenship Act, 1955 and the rules framed thereunder

स्वतन्त्रता सेनानियों की मनी आर्डर द्वारा पेंशनो का भुगतान

3991. **श्री महादीपक सिह शाक्य** : क्या गृह मत्री यह बताने की कृपा करेगे कि

(क) क्या उन स्वतन्त्रता सेनानियो को मनीआर्डर द्वारा पेशन दी जायेगी, जिनकी पेंशन 100 रुपये प्रतिमास से है; और

(ख) यदि नही, तो क्यो ?

गृह मंत्रालय में उपमंत्री (श्री एफ० एच० मोहसिन) : (क) पेशन, पेशन प्राप्तकर्ता की इच्छा पर या तो स्वय सबधित खजाने से अथवा मनीआर्डर द्वारा ली जा सकती है, और

(i) यदि धनराशि 100–00 रुपये से अधिक नही है तो मनीआर्डर कमीशन सरकार द्वारा वहन किया जायगा किन्तु

(ii) यदि धनराशि 100–00 रुपये से अधिक है और 250–00 रुपये से कम है तो मनीआर्डर कमी न पेशन प्राप्तकर्ता से लिया जायगा।

यदि पेशन की राशि 250–00 रुपये से अधिक है तो उसे मनीआर्डर द्वारा भेजने की नियमो मे व्यवस्था ही है।

(ख) प्रश्न नही उठता।

भारत में अनुसन्धान कार्य में लगे हुए अमरीकी छात्रों के वीजा पत्रों की अवधि का बढ़ाया जाना

3992. श्री बनशाह प्रधान : क्या गृह मंत्री यह बताने की कृपा करेंगे कि इस समय भारत में कितने अमरीकी छात्र अनुसन्धान कार्य मे लगे हुए है और कितने छात्र ऐसे है जिन्होने वीजा की अवधि समाप्त होने के पश्चात उनकी अवधि मे वृद्धि कराई है ?

गृह मंत्रालय में उपमंत्री (श्री एफ० एच० मोहसिन): सूचना एकत्रित की जा रही है और सभा पटल पर रख दी जायगी ।

Amendment to Industrial Disputes Act

3993. SHRI TRIDIB CHAUDHURI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the State Governments of West Bengal, Tamil Nadu and Gujarat have proposed the amendment of certain crucial sections of the Industrial Disputes Act and have sought the concurrence of the Central Government,

(b) the purpose and broad features of these amendments; and

(c) whether these amendments have been duly approved by the Central Government?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) to (c). A statement is placed on the Table of the House. [*Placed in Library. See* No. LT-4544/73].

Guerilla activities by Arab students

3994. SHRI M. V. KRISHNAPPA: SHRI P. A. SAMINATHAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it has come to the notice of Government of India that some Arab students are planning for guerilla activities in the country;

(b) whether any inquiry has since been conducted by Government; and

(c) if so, the main features of the inquiry made and steps taken by Government to meet the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H. MOHSIN) (a) to (c). Government have no specific information that Arab students in India are preparing for guerilla activities in the country However, necessary vigilance is being maintained by the security agencies

Cases dealt with by Central Vigilance Commission

3995 SHRI BANAMALI PATNAIK· Will the PRIME MINISTER be pleased to state:

(a) the number of cases dealt with by the Central Vigilance Commission during the last three years,

(b) the number of cases decided and the number of cases still pending with steps taken to expedite their settlement; and

(c) whether the decisions made have had any salutory effect on the staff?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) and (b). A statement

containing the requisite information is placed on the Table of the House. [*Placed in Library. See* No. LT-4545/73].

(c) Consultation with the Central Vigilance Commission ensures that disciplinary cases involving lack of integrity/misconduct etc. are dealt with by an impartial authority without fear or favour, and that common standards are evolved and applied in matters relating to prosecution, departmental action and the award of punishment. The consultative procedure has had a salutory effect in the field of administrative vigilance.

Seminar of leather goods exports for National Prosperity in Bombay

3996. SHRI P. GANGADEB:
SHRI P. M. MEHTA.

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a seminar on 'leather goods exports for national prosperity' was organised by the Small Industries Service Institute and the STC in Bombay on 22nd Decmeber, 1972; and

(b) if so, the subjects discussed and conclusions arrived at the seminar?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): (a) Yes, Sir.

(b) The subjects discussed included problems faced by leather industry in export promotion, development of Leather Industry in Maharashtra, establishment of Training Centre in Footwear and suggestions for future development of industry.

The following conclusions were arrived at:—

(1) Lack of working place and shortage of water and power was mainly responsible for non-development of leather industry in Bombay.

(2) To organise Leather Fair in all big centres for exploring internal as well as export market.

(3) To set up a Leather Goods Board for development of leather industry on the pattern of similar Board set up in other industries.

(4) To set up testing laboratories.

(5) To encourage mechanisation of the leather and footwear industry to boost export.

(6) To set up units for manufacture of modern hand tools and machinery used.

(7) Liberal import of fittings etc. used in manufacture of leather goods to improve their quality.

(8) To provide financial assistance for leather industry through Nationalised Banks and other financial institutions for export purposes.

(9) To conduct periodical market surveys and study tours in order to create more demand abroad.

(10) Services of reputed fashion designers to be obtained for changing the production pattern in India so as to match foreign demand.

Import of manufactured goods by Czechoslovakia

3997 SHRI P M. MEHTA:
SHRI P. GANGADEB:

Will the Minister of PLANNING be pleased to state:

(a) whether Czechoslovakia proposes to increase imports of manufactured goods from this country in the Fifth Plan period;

(b) if so, India's reaction thereto; and

(c) whether any agreement to this effect was reached during the visit of Deputy Chairman of Czechoslovakia to India in January, 1973?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) to (c) As a result of the discussions during the visit of the Deputy Chairman of the Planning Commission of Czechoslovakia to India in January 1973, it has been agreed that, as part of efforts to develop mutually beneficial economic cooperation between India and Czechoslovakia in their future Plans including the forthcoming Five Year Plan of India the trade between them could be expanded more rapidly through diversification of the existing structure of trade between the two countries by significant increase in exports of non-traditional manufactured goods/finished products from India to Czechoslovakia and increase of Indian imports of Czechoslovakia products

Violations of Foreign Exchange Regulations

3998 SHRI S M BANERJEE Will the PRIME MINISTER be pleased to state

(a) whether cases of foreign exchange violations have increased in 1972, as compared to 1971

(b) if so, how does the figures for 1972 as compared with the figures for 1971 and

(c) the steps taken by Government to plug the loopholes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) and (b) The number of cases registered by the Directorate of Enforcement for investigation during the years 1971 and 1972 were 3,800 and 2 293 respectively

(c) The question of plugging the loopholes in the existing law has been receiving the constant attention of the Government To replace the Foreign Exchange Regulation Act, 1947, the Foreign Exchange Regulation Bill, 1972 was introduced in the Lok Sabha on 29th August, 1972 It is now being examined by a Joint Committee of Parliament

Use of black money and foreign money for separatist movement in Andhra Pradesh

3999 SHRI NAWAL KISHORE SHARMA
SHRI BHARAT SINGH CHOWHAN

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Government have appointed a Committee to investigate the extent of black and foreign money used in the separatists movement in Andhra Pradesh, and

(b) if so the time by which the report of the Committee is expected?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) No Sir

(b) Does not arise

Introduction of Novelty in Post Office Savings Scheme

4000 SHRI D K PANDA Will the Minister of COMMUNICATIONS be pleased to state

(a) whether Post Office Savings is a popular system in India,

(b) if so, the main features thereof; and

(c) whether Government intend to introduce any new scheme of savings in this field?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Yes.

(b) The Post Office functions as an agent of the Ministry of Finance for servicing the different Postal Savings Schemes, and the National Savings Organisation and the Small Savings Directorates of the States do the publicity for selling the schemes.

(c) The various Postal Savings Schemes are kept under constant review and necessary changes are made from time to time.

आदिवासियों के सामाजिक एवं आर्थिक विकास पर किया गया व्यय

4001. **श्री भारत सिंह चौहान :** क्या गृह मंत्री यह बताने की कृपा करेंगे कि आदिवासियों के सामाजिक, राजनीतिक एवं आर्थिक विकास पर केन्द्रीय सरकार द्वारा गत तीन वर्षों में प्रत्येक वर्ष कितना व्यय किया गया ?

गृह मंत्रालय में उप-मंत्री (श्री एफ० एच० मोहसिन) : चतुर्थ योजना के पिछड़े वर्ग क्षेत्र के अन्तर्गत तीन वर्षों मे (वर्षवार) अनूसूचित आदिम जातियो के कल्याण पर हुए खर्च का एक विवरण संलग्न है ।

विवरण

अनुसूचित आदिम जातियां :

(रुपये लाखों में)

क्षेत्र / योजना	1969–70	1970–71	1971–72
राज्य क्षेत्र			
2. शिक्षा	241.50	321.99	426.84
2. आर्थिक विकास	65.23	158.93	198.99
3. स्वास्थ्य, आवास व अन्य योजनाएं	51.65	84.29	119.18
जोड़ :	358.38	565.21	745.01
केन्द्रीय क्षेत्र			
1. मैट्रिक के बाद छात्रवृत्तियो	29.91	34.93	65.36
2. लड़कियो का छात्रावास	22.35	22.20	21.12
3. परीक्षापुर्ण प्रशिक्षण	5.00	5 80	4.70
4. आदिम जाति विकास खण्ड	716.78	594 10	609.25
5. सहकारिता	76.26	45.15	45.15
6. आदिम जाति अनुसधान व प्रशिक्षण	11.40	12.21	12.85
जोड़ :	861.70	714.39	758.43
कुल जोड़ :	1220.08	1279.60	1503.44

Licences issued to Private and Government agencies to manufacture T.V. Sets

4002. SHRI LALJI BHAI: Will the Minister of ELECTRONICS be pleased to state:

(a) the number of private and Government agencies given licences to manufacture Television sets in India; and

(b) whether Government have suggested some standard prices of the T.V. sets to be manufactured by those firms?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): (a) Three private parties and two public sector undertakings were granted Licenses for the manufacture of T.V. Sets as under:—

Serial No.	Name of the Licencee	Annual capacity (in Nos.)	Location
1	M/s. J. K. Electronics, Kanpur .	10,000	Uttar Pradesh
2	M/s. Telerad Pvt. Ltd., Bombay .	20,000	Maharashtra
3	M/s. John Prasad, Madras . .	10,000	Jammu & Kahsmir
4	M/s. Electronics Corpn. of India Ltd., Hyderabad . . . . . (A Govt. of India Undertaking).	20,000	Andhra Pradesh
5	M s. Radio and Electricals Manufacturing Co., Ltd., Bangalore . . (Mysore Govt. Undertaking).	5,000	Mysore.

Besides the above, Letters of Intent for a total capacity of 40,000 Nos. of T.V. Sets have been issued to six parties in the organised sector (five public sector undertakings and one private party for expansion) and approvals for a total capacity of 1,91,100 T.V. Sets have been granted to 67 parties in the small scale sector (consisting of 3 public sector undertakings and 64 private parties).

(b) No standard prices have been suggested by Government for T.V. sets to be manufactured by these firms. However, the prices of Television Sets currently being manufactured in the country are fairly uniform, and it is expected that as a result of competition between the units and several measures being taken by Government T.V. Sets of lower prices will become progressively available in the market.

Alleged sale of goods by U.S.S.R. in hard currency in Europe

4003. SHRI K. S. CHAVDA: Will the Minister of PLANNING be pleased to state:

(a) whether Government have seen the report in the *Statesman* dated the 20th February, 1973 under the headline "Between the Lines" in which it is stated that Government have complained to the Soviet Union that goods bought in India were being sold in Europe for hard currency; and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) Yes, Sir.

(b) The report is totally incorrect.

Quality of Tyres and Tubes

4004 SHRI N K SANGHI Will the Minister of INDUSTRIAL DEVELOPMENT, SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government are aware that prices of tyres and tubes manufactured by different companies are the same while the quality thereof differs from one another, and

(b) whether these tyre companies manufacture goods other than tyres and tubes, if so the names of the products each of the companies manufacture?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, SCIENCE AND TECHNOLOGGY (SHRI C SUBRAMANIAM) (a) The quality of tyres produced by different Companies may not be identical as each of them are having different foreign collaborators and are manufacturing tyres and tubes based on the formulations supplied by their respective foreign collaborators But there have been no serious complaints regarding the quality of tyres manufactured in the country

(b) The undermentioned Companies besides manufacturing automobile tyres and tubes, are also engaged in the manufacture of other rubber goods as indicated against their names —

(i) M s Dunlop Ltd , Calcutta	Bicycle tyres and tubes, Rubber Conveyor Belting, Rubber Transmission Beltings Fan and V Belts, Rubber Hoses, Latex Foam, etc.
(ii) M/s. Firestone Tyre ann Rubber Co , Bombay.	Fan Belts.
(iii) M s Goodyear India Ltd . .	Bicycle tyres and tubes, Rubber Dock Fenders.
(iv) M s Madras Rubber Factory . .	Bicycle Tyres and Tubes

हिन्दी साहित्य सम्मेलन द्वारा जनगणना रिपोर्ट में शुद्धियों के लिए प्रार्थना

4005. **श्री शिव कुमार शास्त्री** : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जनगणना मे हिन्दी भाषियो के आकडे अशुद्ध रूप मे दिए गए हैं,

(ख) क्या हिन्दी साहित्य सम्मेलन ने इस भूल को सुधारने की प्रार्थना सरकार से की है, और

(ग) यदि हां, तो उस पर सरकार की क्या प्रतिक्रिया है ?

गृह मंत्रालय में उप-मंत्री (श्री एफ० एच० मोहसिन) : (क) हिन्दी भाषा भाषियो के बारे मे 1971 की जनगणना के आकडे मातृ भाषाओ के उसी वर्गीकरण पर आधारित हैं जो 1961 की गत जनगणना मे अपनाया गया था । 1971 के आकडे केवल अस्थायी आधार पर प्रकाशित किये गये है ।

(ख) दिल्ली राज्य हिन्दी साहित्य सम्मेलन, सदर बाजार डिवीजन ने इस विषय पर कुछ सुझाव दिये है ।

(ग) मामला सरकार के विचाराधीन है ।

साहू जैन समूह को लाइसेंस देना

4006. **श्री शंकर दयाल सिंह** : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) गत वर्ष मे साहू जैन समूह को नए उद्योगों की स्थापना के लिए कितने नए लाइसेंस दिए गये ; और

(ख) उपरोक्त उद्योगो मे से क्या कोई उद्योग बिहार मे स्थापित किया जायेगा ?

औद्योगिक विकास तथा विज्ञान और प्रोद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) : (क) और (ख) . 1972 की अवधि में साहू जैन समूह से सम्बन्धित अथवा नियंत्रित किसी भी कम्पनी को कोई औद्योगिक लाइसेंस नही दिया गया था। किन्तु इस समूह से सम्बन्धित कम्पनियो को 1972 मे दो आशय पत्र जारी किये गये थे जिसमे से एक बिहार के एक विद्यमान उपक्रम का पर्याप्त विस्तार करके कागज तथा कागज के गत्ते बनाने के बारे में है।

Indo-German Collaboration in the Field of Science and Technology

4007. SHRI R. S. PANDEY: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a delegation of German Scientists had recently visited India to explore collaboration in the field of Science and Technology between the two countries;

(b) if so, a brief resume of the discussions held; and

(c) whether any follow-up action has been taken or any agreement signed as a result thereof to take concrete steps to increase scientific and technical collaboration between India and Germany?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) Yes, Sir.

(b) During the discussions between the German scientists and Indian side, areas of possible cooperation in the field of science and technology were explored. As a result of their discussions and subsequent visits to centres of research in India, the German side indicated possibility of cooperation in the field of geosciences, biological and medical sciences, materials and applied chemistry etc.

(c) The German team on their return is expected to submit its report to the Government of FRG, who would then decide upon the possibility of separate agreement in science and technology The Government of India has indicated its willingness to enter into such an agreement.

Levy of Cess to Finance Employment Programme

4008. SHRI R. S. PANDEY:
SHRI M. S. PURTY:

Will the Minister of PLANNING be pleased to state:

(a) whether Government have under consideration any proposal to levy a cess to finance the employment programmes for the unemployed; and if so, the main features thereof; and

(b) whether consultations have taken place between the Centre and the States on this issue; and if so, the views of States in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) There is no such proposal under consideration at present.

(b) Does not arise.

Scheme to set up Electronics and Telecommunication Industries in Hill Districts of Backward States

4009 SHRI R. S PANDEY· Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government have formulated a scheme to set up electronics and telecommunication industries under which the entrepreneurs would be offered facilities for setting up such industries in the Hill districts of backward States,

(b) whether the places where such industries would be set up have been earmarked, if so, their proposed locations, and

(c) the main features of the scheme and whether any foreign assistance would be permitted in setting up such industries?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) to (c) The Government have not formulated specifically any scheme for setting up electronic and telecommunication industries for Hill Districts of backward States However the Government have granted approval to the U P Hill Development Corporation for the manufacture of 5000 TV Sets at Nainital in the small-scale sector A licence for the manufacture of 2000 Electronic Desk Calculators in the game area has also been issued It is expected that as a result of such specific steps there will be definite encouragement for the establishment of electronic industries in the Hill areas of backward States

News Agencies of Asian Countries

4011 SHRI P M MEHTA
SHRI PURUSHOTTAM KAKODKAR·

Will the Minister of INFORMATION AND BROADCASTING be pleased to state·

(a) whether any proposals were put forth by him to the Information Minister of Malaysia regarding news agencies of the Asian countries, and

(b) if so, what were those proposals?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b). At a meeting between the Malaysian Information Minister and the Minister of State for Information and Broadcasting, held in New Delhi on 7th February, 1973, the two Ministers discussed various matters of mutual interest in the field of *mass media* Nothing the dependence of Asian countries on foreign news agencies even for the news of one Asian country in another, the Minister of State for Information and Broadcasting suggested that there should be greater flow of information between the countries through bilateral arrangements

Guideline for the behaviour of Industrialists and Entrepreneurs

4012 SHRI P M MEHTA
SHRI SHRIKISHAN MODI

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government have issued any guidelines to industrialists and entrepreneurs to evolve a code of conduct to govern their business relations with the public to serve whom is their main aim and if so, the gist of the guidelines, and

(b) whether these guidelines have been welcomed by the industrialists and to what extent this will be helpful to the country?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) and (b) Government have been of the view that in addition to the punitive and regulatory measures that Government may adopt

in regard to industry and trade, it is necessary for the industrialists and businessmen to adopt voluntarily a code of conduct which should take note of their social responsibilities Government have impressed this view on the major associations of industry and commerce. The Federation of Indian Chambers of Commerce and Industry have evolved a "Statement on beliefs and guidelines for business in India' which has been circulated to all their members. The Fair Trade Practices Association had also earlier drawn up a code of conduct for businessmen

Canadian Assistance in setting up Satellite Unit at Dehradun

4014. SHRI SHRIKISHAN MODI·
SHRI P M MEHTA:

Will the Minister of COMMUNICATIONS be pleased to state

(a) whether Canada has agreed to give assistance to India in setting up satellite unit at Dehra Dun, if so, what kind of assistance will be provided,

(b) when the satellite unit is likely to be set up; and

(c) the total expenditure involved?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) Yes. An agreement for a loan of Canadian $ 1 742 million and for a grant of Canadian $ 0.25 million has been entered into with the Government of Canada for financing the foreign exchange cost of setting up the Satellite Earth Station near Dehra Dun. The loan is interest free and is repayable in 80 instalments commencing from the 31st March, 1982

(b) The Satellite Earth Station near Dehra Dun is expected to be commissioned in early 1975.

(c) The total cost of the Satellite Earth Station project is estimated at about Rs. 781 lakhs. It is, however likely to go up.

Motivation behind destruction of property by Andhra separatists and sources of their material support

4015 SHRI BHOGENDRA JHA: Will the Minister of HOME AFFAIRS be pleased to state

(a) the total numbe of the Offices of Revenue Department Income-tax, Sales-tax and the State Transport buses attacked or destroved by Andhra separatists and the motivation behind these targets,

(b) the number of places and integrationist legislators or political workers attacked by the violent separatists, and

(c) the sources of material support of the separatists, both Indian and foreign?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H MOHSIN) (a) to (c). Facts are being ascertained

Opening of P.C O at Shaharghat

4016. SHRI BHOGENDRA JHA: Will the Minister of COMMUNICATIONS be pleased to refer to reply given to Unstarred Quest on No. 395 on the 21st February, 1973 regarding opening of new Branch Post Offices and PCOs in Bihar and state

(a) the reasons for not yet opening the sanctioned Public Call Offices at Shaharghat and 39 Branch Post Offices in Dharbanga District and what is the schedule of time for their opening; and

(b) the locations of the 84 Branch Post Offices proposed to be opened in Dharbhanga District during 1973-74?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) The P C O at Shaharghat has since been opened The opening of Branch Post Office at Mahadeva is pending allotment of funds for the purpose which will be made after passing of Budget Estimates 1973-74 The remaining 38 Branch Post Offices which stand approved could not be opened so far as the amount of loss in each case had not been credited to the Department by the beneficiaries. These will be opened as and when the amount is deposited

(b) The exact places where these Post Offices will be opened will depend upon the examination of specific proposals fulfilling the standards prescribed by the P & T Department

Imposition of severe punishment to persons arrested in connection with theft of Temple Idols

4017 SHRI DEVINDER SINGH GARCHA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the persons who have been rounded up by the Delhi Crime Police in connection with the seizure of the large number of stolen temple idols have got export licences

(b) whether the penalty or punishment for such heinous crimes is so nominal or small that it has almost encouraged such people in this trade and

(c) if so the steps being taken to see that the punishment is really deterrent?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) No

(b) No The idols were seized under section 550 of the Code of Criminal Procedure as property suspected to be stolen and the persons were arrested under section 54 of the Code of Criminal Procedure for having in possession a thing reasonably suspected to be stolen These cases are being investigated with a view to bring them to trial under sections 379, 380 and/or 411 of the Indian Penal Code, the prescribed punishments for which are imprisonment of either description which may extend to three years or fine or both imprisonment of either description which may extend to 7 years and fine imprisonment of either description which may extend to 3 years or fine or both, respectively

(c) Question does not arise

State-wise location of Broadcasting Centres

4018 SHRI SHANKER RAO SAVANT

SHRI MD JAMILUR-RAHMAN

Will the Minister of INFORMATION AND BROADCASTING be pleased to state the locations of broadcasting centres in India State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) A statement is placed on the Table of the House [*Placed in Library See* No LT-4546/73]

Services of Central Institute of Tool and Design Hyderabad for Small Scale Industry

4019 SHRI MUKHTIAR SINGH MALIK

SHRI BIRENDER SINGH RAO

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) the nature of the service rendered to various institutes by the Central Institute of Tool and Design Hyderabad

(b) the designs of tools, dies etc. produced by the institute during the last three years, and

(c) the benefits derived by the small scale industry from the institute and how far the setting up and pace of growth of small scale industry have been influenced as a result of the work carried on by the Institute?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): (a) The prime concern of the Institute is to provide training to the technical personnel in designing and making tools, dies, moulds etc.

The other objectives are:—

(i) To provide advisory services to the small scale units, including assistance in designing and developing tools for various processes;

(ii) to recommend measures to standardise components of dies, jigs and other tools;

(iii) to produce on a limited scale tools, dies, jigs, fixtures and gauges etc.

(b) Some of the types of designs of tools, dies etc. produced by this Institute in the last three years are:—

(1) A set of wheels for manufacture of nylon zips.

(2) A special type of Nickle Treading Tool for Chasers.

(3) A special type of cutter for water-meter.

(4) A mould for plastic component.

(5) An intricate and sophisticated split die required for time pieces.

(6) Special type of precision gauges for manufacture of compressor components.

(7) Compound die for manufacture of weighing scales.

(8) Precision parts that go to "Fuel Machine Carriage" required for Atomic Power Project.

(9) Louvers for manufacture of Industrial Air Filters.

(10) Extrusion die and punch for manufacture of extruded aluminium containers.

(11) Cavity for manufacture of cycle spares.

(12) Design of special motor for manufacture of Plastic Foaming Machinery.

(c) The Service being rendered by the Institute to the Small Scale Units by imparting training to technical personnel in designing and making jigs, fixtures, tools, Dies and Moulds etc. and by providing Advisory and Consultancy services to it in designing and developing tools for various processes has generated considerable interest among the units. As the Institute is of recent origin it is not possible to compare its impact on the space of growth of small scale industry at this stage.

Instrument for air-borne Geophysical survey developed by National Geophysical Research Institute, Hyderabad

4020 SHRI RAJDEO SINGH: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the National Geophysical Research Institute, Hyderabad now developed a complete set of indigenous instruments for airborne Geophysical surveys;

(b) whether these would cut costs for such previous surveys to one fourth and that too under foreign contract; and

(c) whether those scientists and technocrats who have developed the said instruments have been rewarded in any way?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) The National Geophysical Research Institute Hyderabad has developed a portion precession magnetometer and a Rubidium vapur magnetometer for airborne geophysical surveys An airborne electromagnetic pulsed induction prospecting system developed recently in this Institute is awaiting flight trials, Radiometric equipment for airborne surveys have been developed by the Atomic Energy Department Combined together, these would form a complete set of airborne geophysical survey instruments

(b) Yes Sir

(c) Their contribution will be taken into account by the Laboratory

Outlay for development of Communications in Fifth Five Year Plan

4021 SHRI Y ESWARA REDDY Will the Minister of COMMUNICATIONS be pleased to state

(a) what are the main schemes proposed to be included in the Fifth Five Year Plan for the development of Communications and

(b) what is the total outlay proposed therefor?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) A statement giving the information required is attached

(b) The tentative outlay proposed by the Ministry of Communications is Rs 1392 crores

Statement

List of main schemes proposed to be included in the Fifth Five Year Plan for Development of Communications

A. Telecommunications

(i) Expansion of long distance local telephone system,

(ii) Expansion of long distance switching and transmission systems and multiplexing equipments,

(iii) Opening of more public call offices and combined offices laying stress on providing telecom facilities in hilly, backward and/or remote areas

(iv) Development of teleprinter and Gentex (General Teleprinter Exchange) Systems by adding more exchanges with additional capacity

(v) Expansion and modernisation etc of the Indian Telephone Industries Ltd at Bangalore (including J & K Unit), Naini Transmission Factory and Naini Telephone Instruments Factory

(vi) Setting up of the second telephone Switching Factory at Rae Bareli

(vii) Establishment of third Switching Equipment Factory and special purposes Electronic Measuring and Testing Instrument Factory

(viii) Expansion and modernisation of the Hindustan Teleprinters Ltd Madras

(ix) Completion of the second Satellite Earth Station near Dehra Dun

(x) Establishment of the third Earth Station in the Eastern Region

B Postal Services

(xi) Opening of new post offices and mechanisation and modernisation of postal services

(xii) Establishment of Central Postal Research and Development Centres, Regional Workshops, expansion of the Mail Motor Service and R M S Vans etc.

Ratio of Share holding by Public and Private Sector in Joint Sector Ventures

4022 SHRI YAMUNA PRASAD MANDAL Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government have decided the ratio of share holding by public and private sector institutions in joint sector ventures, and

(b) if so the ratio so decided?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) and (b) In their Press Note dated the 2nd February, 1973 announcing certain changes in industrial policy, Government have made it clear that their policy regarding the joint sector is derived from the Industrial Policy Resolution 1956 and the objective of reducing the concentration of economic power The creation of joint sector units through equity participation by Central and State Governments is a device which may be resorted to in specific cases having regard to the production targets of the Plan Each proposal for establishing a joint sector unit of this nature will have to be judged and decided on its merits in the light of Government's social and economic objectives

The joint sector will also be a promotional instrument as for instance in cases where State Governments go into the partnership with new and medium entrepreneurs Instructions have been issued that the State Corporations might invite public financial institutions to participate in the share capital of industrial ventures undertaken by them and if the shares held by the Corporations together with the financial institutions amounted to more than 50 per cent there would be no objection to the rest of the shares being taken up by private parties. In case, however, such financial institutions do not participate in the share capital, the association of private capital will be subject to the condition that the Corporation itself holds not less than 26 per cent of the paid up equity capital It has also been laid down that no individual private entrepreneur or business group should have a share of more than 25 per cent in the equity capital.

In all the different kinds of joint sector units, the Government will ensure for itself an effective role in guiding policies, management and operations, the actual pattern and mode being decided as appropriate in each case.

सरकारी समाचारपत्रों तथा पत्रिकाओं पर व्यय

4023. **श्री मूलचन्द डागा :** क्या **सूचना और प्रसारण** मन्त्री यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा 1972–73 मे समाचार पत्रो तथा पत्रिकाओं के प्रकाशन पर प्रतिवर्ष कितनी धनराशि व्यय की गई

(ख) सरकार द्वारा प्रकाशित किये जाने वाले समाचारपत्रो तथा पत्रिकाओ के नाम क्या है, और

(ग) क्या सरकार का विचार सरल हिन्दी मे ऐसा कोई समाचारपत्र प्रकाशित करने का है जिसमे सभी मुख्य विषयो पर समाचार छपे हैं ?

सूचना और प्रसारण मंत्रालय में उपमंत्री (श्री धर्मवीर सिंह) (क) सूचना और प्रसारण मत्रालय के प्रकाशन का प्रभाग द्वारा निकाली जाने वाली पत्रिकाओ के प्रकाशन पर 1972–73 के दौरान

अनुमानित व्यय 14 लाख रुपए है। इस प्रभाग द्वारा कोई समाचारपत्र नही निकाला जाता ।

(ख) उपरि उल्लिखित पत्रिकाओ का विवरण सलग्न है ।

(ग) जी, नही ।

विवरण

क्रम संख्या	पत्रिका का नाम	भाषा	आवधिकता	प्रोयोजक मत्रालय
1.	आजकल	हिन्दी	मासिक	सूचना और प्रसारण मत्रालय
2	बाल भारती	हिन्दी	मासिक	–तदेव–
3.	कुरुक्षेत्र	हिन्दी	मासिक	सामुदायिक विकास तथा सहकारिता विभाग (कृषि–मत्रालय)
4	आजकल	उर्दु	मासिक	सूचना और प्रसारण मत्रालय
5	योजना	(हिन्दी, अग्रेजी बगला, असमिया, तमिल मराठी * मलयालम*)	पाक्षिक	योजना आयोग
	(* मराठी तथा मलयालम के सस्करण जुलाई-अगस्त, 1972 मे शुरू किए गए थे।)			
6	कुरुक्षेत्र	अग्रेजी	पाक्षिक	सामुदायिक विकास तथा सहकारिता विकास (कृषि मन्त्रालय)
7	इण्डियन एण्ड फारन रिव्यू	अग्रेजी	पाक्षिक	विदेश मत्रालय
3	भागीरथ	अग्रेजी	त्रैमासिक	सिंचाई तथा विद्युत मत्रालय

बाड़मेर (राजस्थान) का विकास

4024 **श्री मूलचन्द डागा** क्या योजना मत्री यह बताने की कृपा करेगे कि

(क) क्या योजना आयोग ने बाडमेर (राजस्थान) के विकास के लिए सात करोड की एक योजना स्वीकृत की है, और

(ख) यदि हा, तो उसका स्वरूप क्या है और इसे कब तक क्रियान्वित किया जायगा तथा इस पर कब से कार्य आरम्भ किया जायेगा ?

योजना मत्रालय में राज्य मंत्री (श्री मोहन धारिया) : (क) और (ख). राजस्थान सरकार ने उपलब्ध साधना के आधार पर बाडमेर जिले मे एकीकृत

पशु और डेयरी विकास कार्यक्रम के बारे में कृषि मंत्रालय को एक परियोजना भेजी है । राज्य सरकार से विचार-विमर्श करने के बाद इस बात पर सहमति हो गई है कि इस कार्यक्रम को पांचवीं योजना के अन्तर्गत शुरु किए जाने वाले बाड़मेर जिले के सूखा-प्रवृत्त क्षेत्र कार्यक्रम का अंग बनाया जाय और 1973-74 के दौरान 98.54 लाख रुपये लागत की कुछ चुनी हुई मदों पर काम शुरु किया जाय । 1973-74 के दौरान कार्यान्वित की जाने वाली मदों में सर्वेक्षण और खोज सम्बन्धी खुदाई, दूध ठंडा करने वाले केन्द्रों की स्थापना तथा दुग्ध उत्पादन सहकारी समितियों का गठन, चारा नलकूपों का विकास तथा चारा बैंक की स्थापना आते हैं ।

सरकारी कर्मचारियों की सेवा को समाप्त करना

4025. **श्री मूलचन्द डागा** : क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकारी कर्मचारी के कार्य की रोज जांच की जाती है और उसे निश्चित मात्रा में कोटा पूरा करना पड़ता है;

(ख) क्या यदि कोई कर्मचारी अयोग्य पाया जाता है तो उसकी सेवाओं को समाप्त किया जाता ह; और

(ग) यदि हां, तो वर्ष 1970-1971 और 1972 में, अलग-अलग उल्लिखित आधार के कारण कितने कर्मचारियों की सेवाओं को समाप्त किया गया है ?

गृह मंत्रालय तथा कार्मिक विभाग में राज्य मंत्री (श्री राम निवास मिर्धा) : (क) ऐसी कोई प्रणाली प्रचलित नहीं है जिसके अंतर्गत केन्द्रीय सरकार के सभी श्रेणियों के अर्थात श्रेणी - I, श्रेणी-II, श्रेणी-III तथा श्रेणी-IV के कर्मचारियों के कार्य की प्रतिदिन जांच की जाती हो । ऐसे कार्यों को छोड़कर, जिनमें पुनरावृत्ति होती है, ऐसी कोई प्रणाली बनाई भी नहीं जा सकती। विभिन्न कार्यालयों के लिए कर्मचारियों की संख्या, कार्यभार तथा जिस किस्म का कार्य किया जाना होता है, उसके आधार पर मंजूर की जाती हैं, जहां तक पुनरावृत्ति वाले लिपिक-वर्गीय/तेमी कार्यों का सम्बन्ध है, कार्य-भार का मूल्यांकन करने के लिए कुछ मानदन्ड भी निर्धारित किए गए है । अपेक्षित कमचारियों की मंजूरी मिलने तथा कर्मचारियों को उनके पदों पर रखे जाने के बाद, संबंधित पर्यवेक्षण करने वाले अधिकारियों का यह कर्त्तव्य है कि यह सुनिश्चित करें कि आबंटित कार्य को दक्षतापूर्वक तथा शीघ्रता से किया जाए ।

(ख) और (ग). जब कभी किसी कर्मचारी का कार्य सन्तोषजनक नहीं पाया जाता है तो उसके उच्च अधिकारियों से यह आशा की जाती है कि वे उसके दोषों, कमियों में सुधार लाने के लिए उसे आवश्यक सलाह, निर्देशन तथा सहायता प्रदान करें । यदि संबंधित कर्मचारी में उसे दी गई सलाह, निर्देशन तथा सहायता के बावजूद भी कोई सुधार न हो और यदि कोई उपशामक परिस्थितियां न हों, तो पर्यवेक्षण करने वाले अधिकारी से यह अपेक्षा

की जाती है कि वह उस कर्मचारी के विरुद्ध यथोचित कार्यवाही करे जिसमें केन्द्रीय सिविल सेवाएं (वर्गीकरण, नियंत्रण तथा अपील) नियम, 1965 के अधीन अनुशासनिक कार्यवाही भी सम्मिलित है। क्योंकि इस संबंध में कारवाई सारे देशों में फैले मंत्रालयों/विभागों के कार्यालयों/प्रतिष्ठानों में सक्षम प्राधिकारियों द्वारा की जाती है, इसलिए भारत सरकार के सभी कार्यालयों/प्रतिष्ठानों के बारे में केवल अदक्षता के आधार पर हटाए गए अथवा बर्खास्त किए गए व्यक्तियों की संख्या के संबंध में सूचना एक स्थान पर तत्काल उपलब्ध नहीं है।

National Scientific Policy

4026. SHRI G. Y. KRISHNAN: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government have any proposal under consideration to formulate a National Scientific Policy intimately relating to economic, foreign defence and technological policies; and

(b) if so, the outlines thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). The Government already has a well defined science policy which is embodied in the Scientific Policy Resolution of 1958. With a view to relating the Science policy to the socio-economic needs of the country, a Science and Technology Plan is being drawn up by the NCST as an integral part of the Fifth Five Year Plan. The S&T Plan will cover all the important sectors of economy and the details of the proposals/projects to be included in the Plan are being worked out by the various NCST Panels.

सरकारी कार्यालयों में हिन्दी आशुलिपिक

4027. श्री शंकरदयाल सिंह : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :-

(क) क्या केन्द्रीय सरकार के सभी कार्यालयों में हिन्दी आशुलिपिक (स्टैनोग्राफर) हैं ; और

(ख) यदि नहीं, तो सभी कार्यालयों में यह सुविधा कब तक उपलब्ध कर दी जायेगी ?

गृह मंत्रालय तथा कार्मिक विभाग में राज्य मंत्री (श्री राम निवास मिर्धा): (क) और (ख). वर्तमान अनुदेशों के अनुसार केन्द्रीय सचिवालय में हिन्दी आशुलिपिकों के अलग से पद नहीं बनाये जाते हैं। सन् 1971 से जो केन्द्रीय सचिवालय आशुलिपिक सेवा (सी० एस० एस० एस०) के अन्तर्गत भर्ती परीक्षा होती है, उसमें उम्मीदवारों को यह विकल्प होता है कि वे हिन्दी के माध्यम से सामान्य नं और शार्टहैण्ड की परीक्षा दं। जो अंग्रेजी के माध्यम से आशुलिपिक आते हैं, उन्हें स्टेनोग्राफी का प्रशिक्षण दिया जाता है और जो हिन्दी के माध्यम से आते हैं, उन्हें अंग्रेजी स्टेनोग्राफी का प्रशिक्षण दिया जाता है। जुलाई, 1972 तक 3,133 अंग्रेजी आशुलिपिकों को हिन्दी स्टेनोग्राफी का प्रशिक्षण दिया जा चुका है। बाकी अंग्रेजी आशुलिपिकों को भी हिन्दी-स्टेनोग्राफी का प्रशिक्षण देने का प्रोग्राम है।

जहां कहीं भी हिन्दी आशुलिपिक जानने वाले आशुलिपिकों की आवश्यकता होती है, वहां उन्हें नियुक्त करने के लिए कारवाई की जाती है।

Hours of work and specific duties of A.I.R. chowkidars

4028. SHRI SHANKAR DAYAL SINGH:

SHRI RAMAVATAR SHASTRI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what are the hours of work and specific duties of chowkidars in All India Radio;

(b) whether their working hours tally with the working hours as prescribed by the Cabinet Secretariat in its Memo No. 14/111/71-Ests(c), dated 31-12-1971; and

(c) whether the All India Radio compensates them for the extra hours put in by them; if so, in what way?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The hours of work of chowkidars in various offices of All India Radio, vary from 8 to 12 hours per day, according to the needs of the Station and nature of duties involved. The duties of chowkidars are to keep watch on buildings and other properties.

(b) Not in all cases.

(c) The matter is under Government's consideration.

Discontentment among subordinate staff of A.I.R.

4029. SHRI SHANKAR DAYAL SINGH): Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether he is aware of the mounting discontentment among the subordinate staff of All India Radio, particularly Ministerial Staff (Head Clerk/Accountants and others) Class IV staff, motor drivers and other low-paid employees;

(b) whether on 15th February, 1973 the representatives of the Staff Associations had met the Minister of State for Information and Broadcasting and requested him for improving their conditions of service specially regarding promotion, revision of scales of pay, etc.; and

(c) if so, what steps Government propose to take in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) to (c). The representatives of the Joint Council of Action of Ministerial, Class IV Staff and Motor Drivers Association met the Minister of State in the Ministry of Information and Broadcasting on 15th February, 1973, 2nd March, 1973 with regard to their various demands. The demands put forward by the Staff Associations at these meetings are under examination in consultation with the concerned Ministries/authorities.

Manufacture of computers

4030. SHRI VISHWANATH PRATAP SINGH: Will the Minister of ELECTRONICS be pleased to state:

(a) the Government programme for the indigenous manufacture of computers; and

(b) the number of new computers installed by the Government during the past six months?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): (a) In keeping with the Policy of encouraging indigenous design and production in the field of computers, with a view to achieving self-reliance in the shortest possible time, a programme at the Electronics

Corporation of India Ltd, (ECIL) Hyderabad (a wholly Central Public sector undertaking under the Department of Atomic Energy), for the manufacture of small to medium size computers (TDC 12, TDC 16 and TDC 32) has been approved by the Electronics Commission in May 1971 The programme includes the development of hardware and software for the above systems There is also currently a programme for indigenous manufacture of the ICL 1901 A computers by ICL (India) through the International Computers Indian Manufacture Ltd (ICIM) the Central processor units of these units have been subcontracted to BEL for production Besides these two programmes Government has under active consideration the setting up of production facilities for a range of computer peripherals other subsystems as memories etc and needed components for the indigenous computer programmes Presently a panel on Mini Computers has been set up by the Department of Electronics and a programme for indigenous design development and manufacture of Mini Computers will be initiated based on the recommendations of the Panel

(b) Two TDC 12 Computers have been installed in Central Government organisations during the past six months

Manpower and employment cells in States

4031 SHRI VISHWANATH PRATAP SINGH
SHRI VARKEY GEORGE

Will the Minister of PLANNING be pleased to state

(a) whether the Planning Commission has suggested to the State Governments to set up manpower and employment cells, and

(b) if so, the main features of the suggestion with special reference to the problem of educated unemployed?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) and (b) A proposal for the setting up of Manpower and Employment Cells in the States and Union Territories as part of the State Planning Machinery is under active consideration Details are being worked out

Memorandum from Kerala Philatelic Club, Tellicherry Karala regarding destruction of stamps

4032 SHRI C K CHANDRAPPAN
Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the Prime Minister has received a memorandum from the Kerala Philatelic Club Tellicherry Kerala regarding the total destruction of their stamp collection during the communal riots in Tellicherry in 1971

(b) if so the gist thereof, and

(c) what steps Government have taken to redress their grievances?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) to (c) In a memorandum Shri P M Abdulla, Secretary, Kerala Philatelic Club has requested for compensation for the loss of stamp collection during the disturbances in Tellicherry in December, 1971 In this connection, attention is invited to the reply given to Lok Sabha Unstarred Question No 4025 dated 26th April, 1972 According to the information received from the Government of Kerala, the matter has been inquired into and an assistance of Rs. 5000 had been given to Shri P. M. Abdulla

Decentralisation of A.I.R.

4033 SHRI C K CHANDRAPPAN
SHRI K M MADHUKAR

Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether Government propose to take certain measures for decentralisation of All India Radio;

(b) whether it will be in accordance with the Chanda Committee's recommendations; and

(c) if so, the broad outlines of the measures proposed?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) Yes, Sir.

(b) While we have gone in the direction of decentralization, we are also considering providing for zonal supervision.

(c) The details are under examination.

मध्य प्रदेश में चल रहे उद्योग

4034. **श्री गंगा चरण दीक्षित** : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश मे लघु, मध्यम तथा बड़े पैमाने के कितने उद्योग है, और उन में से प्रत्येक मे क्या क्या वस्तुएं बनाई जाती हैं और गत तीन वर्षों मे उद्योग वार उन्हें आवंटित किए गए आयातित माल का ब्यौरा क्या है ?

(ख) इन उद्योगो में कुल कितनी पूंजी लगी है, और उनमे कुल कितने कर्मचारी काम करते है ;

(ग) गत तीन वर्षों मे उन मे कुल कितने मूल्य की वस्तुएं बनाई गई, और

(घ) उन में से कितने उद्योगों के मुख्यालय मध्य प्रदेश में हैं और कितनो के मुख्यालय राज्य से बाहर है ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) : (क) से (ग). गत तीन वर्षों में स्थापित किये गये लघु, मध्यम तथा बड़े पैमाने के उद्योगों की संख्या इस प्रकार है :—

लघु उद्योग

वर्ष	पजीकृत एककों की संख्या	पूंजी निवेश लाख रु० में
1968–69	1213	465.667
1969–70	1251	555.677
1970–71	1193	707.125
1971–72	1271	996.225

मध्यम उद्योग

वर्ष	एकको की संख्या	पूंजी निवेश लाख रु० में
1968–69	1	20.50
1969–70	1	26.00
1970–71	1	8.01
1971–72	1	20.00

बडे पैमाने के उद्योग

वर्ष	एकको की सख्या	पूंजी निवेश लाख रु० में
1968–69	3	2832.37
1969–70	1	111.00
1970–71	1	525.00
1971–72	1	245.00
1972–73	2	1250.00

उनके द्वारा निर्मित वस्तुओं तथा निर्मित माल के मूल्य के बारे में जानकारी तत्काल उपलब्ध नही है ।

इसी प्रकार आयातित कच्चे माल के आवंटन तथा उद्योगवार कर्मचारियो की संख्या के बारे में जानकारी तत्काल उपलब्ध नहीं है ।

(घ) मुख्यालय के स्थान के बारे में भी जानकारी तत्काल उपलब्ध नही है ।

मध्य प्रदेश में डाकघरों का खोला जाना

4035. श्री गंगा चरण दीक्षित : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार के पास मध्य प्रदेश मे जिला-वार (एक) मध्य प्रदेश के ग्रामीण क्षेत्रो मे डाकघर खोलने (दो) छोटे डाकघर खोलने (तीन) सार्वजनिक टेलीफोन लगाने के लिए कितने आवेदन-पत्र अनिर्णीत पडे हैं, और

(ख) मध्य प्रदेश मे इस समय कितने डाकघर प्रयोगात्मक ढग से कार्य कर रहे हैं ।

संचार मंत्री (श्री हेमवतीनन्दन बहुगुणा) : (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है । [ग्रन्थालय में रखा गया देखिये सख्या एल०टी० 4551/73] ।

Claim of Himachal Pradesh over Chandigarh

4036 PROF NARAIN CHAND PARASHAR Will the Minister of HOME AFFAIRS be pleased to state

(a) whether Central Government are aware of the claim of Himachal Pradesh over Chandigarh in view of the fact that newly emerged areas of Himachal Pradesh contributed to the extent of seven per cent towards the capital expenditure for the building up of Chandigarh, and

(b) if so, the reaction of Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H. MOHSIN): (a) and (b) The claim of Himachal Pradesh over Chandigarh to the extent of seven per-cent was considered by the Central Government in 1969 and the Government of Himachal Pardesh was informed that there was no merit in the claim

Grant of Pension to Freedom Fighters from Himachal Pradesh

4037 PROF NARAIN CHAND PARASHAR Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of applications of freedom fighters received by the Government from Himachal Pradesh upto the end of 1972, district-wise

(b) how many of them took part in the Independence Movement of Congress and other parties and how many are from the former Indian National Army personnel,

(c) the number and names of cases in which the pension have been sanctioned,

(d) the number of those among them who have crossed the age of 60 and 70 years, respectively, and whether any priority is being given to the finalisation of such cases in view of the advanced old age of the freedom fighters and

(e) the time by which the cases of the rest of the Freedom fighters will be decided?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) 982 applications were received up to the end of 1972 District-wise information is given in the statement I attached

(b) Out of 982 freedom fighters, 390 took part in the Independence Movement and 592 are Indian National Army personnel

(c) The required information is given in the statement II attached

(d) Among 982, 236 have crossed the age of 60 and 60 the age of 70 years respectively.

Applications are being processed in chronological order that is according to the date of receipt of application. Out of turn consideration is given in exceptional cases where the freedom fighter is very old (first priority over 80), or who is ill and in need of immediate financial assistance.

(e) Efforts are being made to complete examination of all the applications by 14-8-1973, that is during the Jayanti year and pension granted in as many cases as are found eligible.

Statement—I

Sl. No.	Name of District	Number of applications received
1.	Bilaspur	88
2.	Chamba	18
3.	Kangra	652
4.	Kulu	10
5.	Mahasu	18
6.	Mandi	116
7.	Simla	47
8.	Sirmur	19
9.	Una	14
	TOTAL	982

Statement—II

LIST OF FREEDOM FIGHTERS FROM HIMACHAL PRADESH WHOSE CASES HAVE BEEN APPROVED FOR THE GRANT OF PENSION

Sl. No.	Name
1.	Shri N. L. Varma
2.	Shri Sita Ram
3.	Shri Satya Parkash
4.	Shri Sohan Singh
5.	Shri Hasan Lal Dang
6.	Shri Ishwar Dass
7.	Shri Gian Chand
8.	Shri Om Prakash
9.	Smt. Gian Devi
10.	Shri Amir Chand
11.	Shri Munshi Ram
12.	Shri Badri Nath
13.	Shri Govind Ram and Jai Lal
14.	Shri Jagat Singh
15.	Shri Khushal Singh
16.	Shri Daulat Ram
17.	Shri Devi Singh Chaudhury
18.	Shri Tulsi Ram
19.	Shri Kesar Mal
20.	Shri Amar Chand
21.	Shri Shiv Singh
22.	Shri Mansa Ram
23.	Shri Nathu Ram Sherdil
24.	Shri Shankar Dass
25.	Shri Krishna Nand Swami
26.	Shri Garja Ram
27.	Shri Beli Ram
28.	Shri Jiwa Nand
29.	Shri Sher Singh
30.	Shri Hari Singh
31.	Shri Gopal Singh
32.	Shri Ram Lal
33.	Shri Parma
34.	Shri Prabh Singh
35.	Shri Govind Rani
36.	Shri Khazana Ram
37.	Smt. Jindi Devi
38.	Smt. Shiv Devi
39.	Shri Teg Singh
40.	Shri Ram Singh
41.	Shri Durga Singh
42.	Shri Shiv Ram
43.	Smt. Narain Devi
44.	Shri Lashkari Ram
45.	Shri Rama
46.	Shri Tulsi Ram
47.	Shri Munshi Ram
48.	Shri Bohra
49.	Shri Sikru
50.	Shri Thakur Waryam Singh
51.	Shri Tirath Ram
52.	Shri Lachman Das
53.	Shri Anant Ram
54.	Shri Hans Raj.

District Headquarters in States of J. & K. Punjab, Haryana and Himachal Pradesh having Head Post Offices Departmental Telegraph Offices, etc.

4038. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of the District Headquarters in the States of Jammu & Kashmir, Punjab, Haryana and Himachal Pradesh which have (i) Head Post Offices (ii) Departmental Telegraph Offices (iii) Night Post Offices (iv) Telephone Exchanges and (v) Teleprinter services;

(b) the names of such District Headquarters in the said States which do not have any one or more of those facilities in each case; and

(c) whether any priority would be given for providing these facilities to these District Headquarters in the near future?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) and (b). The information regarding Head Post Offices, Night Post Offices and Telephone Exchanges is given as under. Information regarding other facilities is being collected.

Name of the State	Districts having HPO/Night Post Office and Telephone Exchange at Headquarters.			Districts having no HPO/NPO/T. Exchange at Headquarters.		
	Head Post Office	Night Post Office	Telephone Exchange	Head Post Office	Night P4Os.	Tele. exchange
1	(a)	2 (b)	(c)	(a)	3 (b)	(c)
1. Jammu & Kashmir	Anantanag Srinagar Baramulla Udhampur Jammu Kathua	Srinagar Jammu	Anantanag Baramulla Doda Jammu Kathua Leh Poonch Rajouri Srinagar Udhampur	Ladakh Doda Rajouri Poonch.	All distts. excepting (b) in col. 2.	Nil.
2. Punjab	Gurdaspur Amritsar Ropar Ferozpur Ludhiana Jullundur Patiala Kapurthala Hoshiarpur Sangrur Bhatinda	Amritsar Jullundur Ludhiana Patiala	Amritsar Bhatinda Faridkot Ferozpur Gurdaspur Hoshiarpur Julhundur Kapurthala Ludhiana Patiala Ropar Sangrur	Faridkot	All distts. excepting (b) in col. 2.	Nil.
3. Haryana	Ambala Karnal Rohtak Gurgaon Hissar Jind Sonepat Kurkshetra	Ambala Rohtak Yamuna-nagar	Ambala Bhiwani Gurgaon Hissar Jind Karnal Kurkshetra Narnaul (Mohinder-garh) Rohtak Sonepat	Mohinder-garh	Do.	Nil.

1	2 (a)	2 (b)	2 (c)	3 (a)	3 (b)	3 (c)
4. Himachal Pradesh	Bilaspur Solan Simla Kangra Mandi Kulu Una Hamirpur	Simla	Bilaspur Chamba Dharamsala (Kangra distt.) Hamirpur Kulu Mandi Nahan (Sirmur distt) Simla Solan Una	Lahul & Spiti Kannaur Chamba	Sirmaur Do.	Keylong Kalpa

(c) So far as HPOs are concerned, according to standard fixed a Head Post Office is opened in each district provided at least 20 sub-offices can be placed under the H O As a special case a departure from these standards is made in respect of backward district. Therefore, it may not be possible to sanctioned HOs in the Districts referred to in the near future

As regards Night Post Offices no priority is intended to be given for opening of Night Post Offices at District Headquarters in future The present policy of opening them on the basis of volume of traffic, mail outlets available and other considerations would continue The question of opening Telephone Exchanges at Keylong and Kalpa is under consideration

Damage to Post Offices, C Os, P C Os and Telephone Exchanges due to violence and agitations

4039 PROF NARAIN CHAND PARASHAR:

SHRI M RAM GOPAL REDDY:

Will the Minister of COMMUNICATIONS be pleased to state·

(a) the names of the places (with Districts and States in which they fall) where Post Offices, Combined Offices Public Call Offices and Telephone Exchanges have been damaged due to violence and public agitations during the calendar year 1972 and upto February, 1973, and

(b) the estimate of loss caused to the Department due to the damage to public property on this account?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) and (b) The information is being compiled and will be placed on the table of the House

Expansion of Hindustan Cables Ltd at Hyderabad

4040 SHRI SAMAR GUHA Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government have decided to stop expansion of CX Cables Plant of the Hindustan Cables Ltd of Rupnarampur in West Bengal;

(b) whether new expansion Plant is going to be set up at Hyderabad instead of Rupnarainpur,

(c) whether Government have decided to shift to Hyderabad unit some of the machineries which were purchased for projects No 8 of Rupnarainpur factory; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE). (a) and (b). Government have a proposal to set up the additional capacity for manufacture of 2000 Tube Kilo Meters of Coaxial cables at Hyderabad in addition to the existing capacity at Rupnarainpur. This decision is consequent on the advantages to be derived in easier availability of this type of cables for the P & T requirement in the South/Western region. The matter is still under consideration.

(c) and (d) A lead extrusion press ordered on the Heavy Engineering Corporation, Ranchi for project No 9 (expansion of capacity for Dry Core cables) and found superfluous for Rupnarampur (in view of certain modifications in the method of sheathing to be employed in the Dry Core cables to be manufactured there) was proposed to be diverted to Hyderabad No item of machinery already installed in Rupnarainpur has been shifted

Purchase of Cachinery for Hindustan Cables Ltd Rupnarainpur

4041 SHRI SAMAR GUHA Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether some machineries were purchased from M/s. Kumardhubi Engineering Works for Hindustan Cables Ltd at Rupnarainpur in West Bengal, if so, the amount paid for the purchase,

(b) whether the machineries purchased from the Kumardhubi Engineering Works were found defective and unworkable and required to be replaced,

(c) whether Government inquired into the matter and if so, the findings thereof; and

(d) if not, whether Government propose to institute an inquiry into the purchase of defective machineries from the Kumardhubi Engineering Works?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE). (a) Yes, Sir. Information on the amount paid is being collected.

(b) As the machines supplied by M/s. Kumardhubi were not found satisfactory in operation, the Company had to augment the capacity by obtaining additional machines

(c) and (d) These machines were developed indigenously for the first time and did not prove satisfactory in their performance on account of various teething troubles associated with the development of such types of plant and machinery in the country As these machines were ordered with a view to develop indigenous capability Government does not find it necessary to order any inquiry into the purchase of these machines

Loss incurred by Hindustan Cables Ltd

4042 SHRI SAMAR GUHA· Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state·

(a) whether the Hmdustan Cables Ltd was running at a profit but for the last two years, it has been running at a loss, if so, the reasons therefor;

(b) whether one of the causes for the present failure of the Hindustan Cables to achieve its expected production is lack of supply of raw materials, particularly copper wires; and

(c) whether any inquiry has been made to go into the causes of loss of production of the Hindustan Cables; and if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE) (a) For the first time in its history, the company sustained a loss of Rs 1.80 lakhs in 1971-72.

The low production from this unit has resulted in the financial loss which is due to the labour trouble on account of multiplicity of Unions

(b) It is true that inadequate supply of copper wires required by the unit has to some measure affected the optimum output from this unit

(c) The Company have since instituted certain measures to avoid recurrence of such a situation

Enquiry into the murder of Hemanta Kumar Bose

4043 SHRI SAMAR GUHA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether representations were made to the Prime Minister for conducting an enquiry into the case of murder of Hemanta Kumar Bose a close associate of Netaji Subhas Chandra Bose

(b) whether the Chief Minister of West Bengal recently agreed to seek help of the Central Government for instituting a C B I inquiry to unearth the conspiracy behind the murder of Hemanta Bose,

(c) if so whether the Government have received any request from the Government of West Bengal in this regard and

(d) if so, the reaction of the Government thereabout?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H. MOHSIN) (a) Some representations were received during the year 1971 In this connection reference is invited to answer furnished to unstarred question No 2321 in the Lok Sabha on 16th June 1971

(b) to (d) Facts are being ascertained

Failure of earlier Plans in achieving Targets of growth of National income etc

4044 SHRI SAMAR GUHA Will the Minister of PLANNING be pleased to state

(a) whether the Third Plan and the Fourth Plan up to the date have failed to achieve the targets of rate of growth of National Income as also reduction of population

(b) if so whether any assessment has been made in regard to such failures,

(c) if so the findings thereof, and

(d) the basic considerations for setting the targets of growth rate at 5 5 per cent and rate of reduction of population in the Fifth Plan keeping in view of the experience of the past failures in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) As stated in the Chapter on Removal of Poverty in the Approach to the Fifth Five Year Plan document, the first decade 1951—1960 achieved a trend-rate of growth of only 3 8 per cent and the second decade 1961—70, only 3 7 per cent as against higher rates of growth assumed in nthe Plans Obviously against a high rate of growth of population, these rates of growth of the economy could not bring about the required improvement in living standards

(b) and (c) A brief assessment of the performance in regard to two factors of a rising rate of growth and declining rate of growth of population has been indicated in paragraphs 4 to 6 of the Approach to the Fifth Plan Document

(d) The basic considerations are set out in Chapter VI of the Approach Document

Opening of Post Offices in Sidhi District of Madhya Pradesh

4045. SHRI RANABAHADUR SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) how many Post Offices were opened in Sidhi District of Madhya Pradesh in 1971-72;

(b) how many new Post Offices have been opened in 1972-73; and

(c) how many new Post Offices are proposed to be opened in 1973-74?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Nil.

(b) One,

(c) Seven.

Applications from Vindhya Pradesh for licences

4046. SHRI RANABAHADUR SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) how many applications were received during 1972 for the setting up of new industries in the Vindhya Pradesh region of Madhya Pradesh; and

(b) what is the nature of the industries for which applications were received?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) Duding 1972, 47 applications have been received for setting up of new industries in Madhya Pradesh. Information in respect of different regions of states is not maintained.

(b) These applications mainly relate to the manufacture of beer, steel wires, aluminium properzi rods, vanaspati ghee, aluminium ingots, maida, atta and bran, bimetal strips, oxygen and acetylene, shoddy woollen yarn, coal, shoddy yarn etc.

Government subsidy to short-length Feature Films

4047. SHRI K. RAMAKRISHNA REDDY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Centre gives any subsidy for short-length feature Films;

(b) whether South Indian Films are unduly long; and

(c) if so, whether Centre has advised Film Industry to reduce the length of South Indian films?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) No, Sir.

(b) Feature films made in the South Indian languages are generally longer than those produced in Bombay and Calcutta, probably to suit audience taste. Some times long films are made in Bombay also, as for example "Sangam" and "Mera Naam Joker"; but, such films are very few.

(c) No, Sir.

Allocation of funds for Small Scale Industries during Fifth Plan

4048. SHRI VEKARIA:
SHRI ARVIND M. PATEL:

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state the total amount allocated for the development of small scale industries, State-wise, during the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): As the Outlay for Village

and Small Industries for the Fifth Five Year Plan is yet to be finalised, it is not possible to indicate at this stage the State-wise amounts that may be allocated for the development of Small Scale Industries during Fifth Five Year Plan.

Functioning of Local Complaint Unit (198)

4049. KUMARI KAMLA KUMARI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the local complaint unit (198) of telephone takes no action when a complaint is registered with it and when enquiry is made about the action taken on complaint, a very rough reply is received from it, and

(b) if so, the action taken against the employees working there?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Action is taken on all the complaints registered with 198. Action taken is also intimated when enquiries are made in that connections.

(b) Departmental action is taken against the concerned officials as soon as a case of discourteous behaviour against any particular operator is reported.

80 per cent Delhi P.C.Os Defective.

4050. KUMARI KAMLA KUMARI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that 80 per cent of Public Call Offices installed in Delhi do not function properly;

(b) the total number of Public Call Offices in Delhi; and

(c) the number of days in a month for which each Public Call Office works without any defect?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Public call offices installed in Delhi are checked daily to see that these are in good working order. In case any P.C.O. is found faulty, it is attended to immediately. The incidence of occurrence of faults is 60 per 100 PCOs per month on an average;

(b) Total number of P.C.Os in Delhi as on 1.1.1973 was 1696.

(c) Almost all the P.C.Os work throughout the month. Because of the constant check of the P.C.Os, faults generally do not persist.

News Unit for Ranchi A.I.R.

4051. KUMARI KAMLA KUMARI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government propose to start News Unit for Ranchi Station of All India Radio;

(b) if not, the reasons threfor; and

(c) if so, the time by which the News Unit will be started?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) to (c). Government have under consideration a proposal to set up a News Unit at Ranchi. As this proposal has to be examined in consultation with various concerned authorities/Ministries, it is not possible at the present stage to give a precise indication as to when this Unit will be set up.

Alleged Misuse of Funds Relating to P.T.I. Building Project

4052. SHRI SHASHI BHUSHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 4056 on the 30th August,

1972 re. inquiry into allegations of misuse of funds for P.T.I. Building and state:

(a) the outcome of the investigation into the complaints made by Inspecting Officers under the Companies Act; and

(b) the action taken or being taken against the persons found guilty?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The allegation against the General Manager of the Press Trust of India and the contractors and architects, engaged by the news agency for the construction of its building on Parliament Street, have not been established after an enquiry by Department of Company Affairs.

(b) Does not arise.

देश में कत्ल की घटनाएं

4053. **श्री ईश्वर चौधरी :**
श्री ज्योतिर्मय बसु :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि देश मे 30 जून, 1972 से अब तक कत्ल की राज्यवार कुल कितनी घटनाए हुई हैं ?

गृह मंत्रालय में उपमंत्री (श्री एफ० एच० मोहसिन) : विभिन्न राज्य सरकारो/संघ राज्य क्षेत्रो से प्राप्त 31-12-1972 को समाप्त होने वाली तिमाही तक उपलब्ध सूचना का विवरण सभा पटल पर रख दिया गया है। [ग्रन्थालय मे रखा गया । देखिए संख्या एल० टी०-4547/73] 31-12-1972 के बाद की सूचना अभी तक उपलब्ध नहीं है ।

Select list for selection grade

4054. SHRI ISHWAR CHAUDHRY: Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No 5737 on the 10th May, 1972 regarding Select List for appointment as Deputy Secretaries CSS and state:

(a) whether the drawing up of the Select List for the Selection Grade is to be taken at least once a year and whether strength on 1st July each year is taken as the basis for determining the number of officers to be included in the select list;

(b) whether the time lag between the review date (1st July) and date of publication of select lists has been more than 8 to 10 months in recent years and whether Government still consider that there has been no avoidable delays,

(c) whether Government propose to fix specific target dates for brining out such lists within 3 or 4 months from the review date; and

(d) the steps taken to bring out the 1972 select list without furher delay?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) According to the Central Secretariat Service (Promotion to Grade I and Selection Grade) Regulations, 1964, a fresh Select List for the Selection Grade of the C.S.S. is to be prepared every year if on the 1st July of the year the number of officers already included in the Select List of that Grade is below the strength fixed for the fresh Select List.

(b) and (c) The Select Lists for promotion to the Selection Grade for

the years 1968 to 1971 were issued on the dates indicated below:—

Year	Date of issue
1968	24-2-69
1969	22-4-70
1970	28-10-71
1971	11-4-72

As per the time schedule laid down, the Select List is to be finalised and issued by the end of the year to which it pertains. There have, however, been delays in issuing the Select Lists in time due to unavoidable reasons.

(d) The Select List for 1972 is expected to be issued by the end of the current month.

उत्पादन को प्रोत्साहित करने के लिए मंत्रालयों में आपसी सहयोग ।

4055 **श्री श्रीकृष्ण अग्रवाल** : क्या **औद्योगिक विकास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने एक नया तरीका निकाला है जिससे उत्पादन को प्रोत्साहन करने के लिए आर्थिक मामलों से सम्बन्धित मंत्रालयों को आपसी सहयोग करने के लिए कहा जाएगा ;

(ख) यदि हां, तो तत्सम्बन्धी मुख्य बातें क्या हैं; और

(ग) क्या इस नये तरीके का प्रयोग किया जा रहा है और यदि नहीं, तो इसके क्या कारण हैं ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) : (क) से (ग) माल के उत्पादन और सेवाओं की व्यवस्था के लिए किए जाने वाली सरकारी विनियोजन निश्चय सम्बन्धी मामलो मे समन्वय स्थापित करने के सम्बन्ध में सरकारी निवेश बोर्ड के रूप में एक नया तरीका निकाला गया है । इस बोर्ड का गठन सितम्बर, 1972 मे किया गया था, जिसके निम्नलिखित सदस्य है :

सचिव (व्यय) वित्त मंत्रालय

सचिव (आर्थिक मामले) वित्त मंत्रालय

सचिव, योजना आयोग

सचिव, औद्योगिक विकास मंत्रालय

प्रधान मंत्री के सचिव तथा सम्बन्धित प्रशासनिक मंत्रालय के सचिव

बोर्ड के निम्नलिखित कार्य है :

1 किसी परियोजना की निर्माण अवस्था मे विनियोजन प्रस्ताव से सम्बद्ध प्रमुख रूपरेखा की जाच करना जिसके आधार पर सम्भाव्यता रिपोर्ट तैयार की जाएगी ।

2. सामान का उत्पादन करने तथा सेवाए सुलभ कराने के लिए किए जाने वाले सरकारी निवेश के प्रस्तावो पर विनियोजन सम्बन्धी निर्णय करना ।

3. लागत अनुमानो के पुनरीक्षण सम्बन्धी प्रस्ताव जो विनियोजन के लिए निर्णय करते समय स्वीकृत निर्णयो से अधिक हो गए हों, पर विचार करना ।

अब तक बोर्ड की चार बैठकें हुई हैं तथा 20 परियोजनाओं मे सम्बन्धित प्रस्तावों के लिए स्वीकृति दी जा चुकी है ।

Utilisation of Capacity in Industries

4056. SHRI S. A. MURUGANANTHAM: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether a number of industries in the private and public sectors are still working below their capacity;

(b) if so, the reasons therefor; and

(c) what further steps have been taken to ensure full utilisation of the existing capacity in these industries?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM): (a) Yes, Sir.

(b) The under-utilisation in some industries has been due to diverse factors which may be external to the firm or industry or internal to it. External factors include lack of demand, power shortage, transport problems, shortage of raw material inputs, unsatisfactory labour management relations. Internal factors may be managerial deficiencies and financial stringency; time taken to build up skills or improve productivity and lack of technological support or a sufficiently diversified production profile.

(c) The factors impinging on low utilisation of capacity are under constant investigation and review and the steps taken include Government's diversification policy which is intended to provide for fuller utilisation of unutilised capacities; steps taken from time to time to improve raw material availabilities particularly steel, and certain liberalisation measures for the fuller utilisation of existing capacity announced in respect of 65 selected industries; and removing of bottlenecks in the full utilisation of capacity in public sector industrial undertakings, for which a special group has been constituted under a Member of the Planning Commission.

Funds for Small Scale Industries in Punjab during Fourth Plan

4057. SHRI RAGHUNANDAN LAL BHATIA: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) the amount allocated for the development of small-scale industries in Punjab in the Fourth Plan, the amount spent so far and the number of industrial units set up,

(b) whether the Central Government discussed this question with the Government of Punjab; and

(c) if so, the outcome of the discussion?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI):

(Rs. in lakhs)

(a)		
	(i) Amount allocated for development of Small Scale Industries and establishment of Industrial Estates in Punjab in the Fourth Plan . .	808·15
	(ii) Anticipated expenditure on development of small scale industries and establishment of industrial estates upto 31-3-73	407·30
	(iii) No. of industrial units registered with the State Director of Industries as on 31-12-72	30,873 Nos.

(b) Yes, Sir,

(c) Arising out of discussions with the State Government increased allocations for development of small scale industries and industrial estates have been recommended for 1973-74 by the Working Group on Village & Small Industries set up in the Planning Commission

Regularisation of Terms and Conditions of Service of A.I.R. Staff Artistes

4058 SHRI JYOTIRMOY BOSU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the All India Radio Staff Artistes' Association has, in a recent statement, urged upon the Government to regularise the terms and conditions of service of all categories of AIR staff artistes; and

(b) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) Attention of Government has been drawn to reports in the press to this effect.

(b) Staff Artistes engaged in All India Radio are contract employees and the terms and conditions of their service are governed by the terms and condition of their contract.

Steps to bring down disparities during Fifth Plan

4059 SHRI C JANARDHANAN: Will the Minister of PLANNING be pleased to state:

(a) whether it is the policy of the Government to bring down income disparities in the Fifth Plan period; and

(b) if so, the concrete steps being taken to implement this policy?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) Yes, Sir

(b) The Approach to the Fifth Plan indicates the following broad measures:—

1. Re-distributive measures envisaging an increase in the consumption levels of the lowest 30 per cent of population and decline in consumption levels of the richest 30 per cent of population.
2. Increased production of mass consumption goods and extension of public distribution system to ensure availability of essential goods to the poorer sections at reasonably stable prices
3. Provision of vastly expanded employment opportunities
4. Augmenting social investment and provision of National minimum needs programme.
5. An integratied Wage-Price-Income Policy.
6. Fiscal devices including curbs on wealth, property and incomes

लघु उद्योगों में कच्चे माल की कमी

4060. **श्री महादीपक सिंह शाक्य :** क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि

(क) क्या अधिकांश लघु उद्योगों का घाटे में चलने का सरकार माल का अभाव है, और

(ख) यदि हां, तो लघु उद्योगों के लिए आवश्यक कच्चे माल की कमी को दूर करने के लिए सरकार ने क्या कार्यवाही की है ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) : (क) और (ख) . बहुत से लघु एककों में सन्तोषप्रद कार्य न होने के कारण देश में सीमित उत्पादन होते रहने से कच्चे माल जैसे इस्पात, वाणिज्यिक ग्रेड की एल्यूमिनियम चादरों और सरकिलों की सामान्य

रूप से कमी है। देशीय सभरण और विदेशी मुद्रा की उपलब्धता की सीमाओ के अन्तर्गत आवंटन मे वृद्धि करने के लिए प्रयत्न किये जा रहे है।

लघु उद्योगो के उत्पादन पर कच्चे माल की कमी का प्रभाव

4061 **श्री महादीपक सिंह शाक्य :** क्या औद्योगिक विकास मत्री यह बताने की कृपा करेगे कि

(क) क्या देश के अनेक लघु उद्योग स्वामियो ने सरकार को यह ज्ञापन दिया है कि कच्चे माल की कमी के कारण उनके कारखाने या तो बन्द पडे है या उनकी उत्पादन क्षमता आधी रह गई है, और

(ख) यदि हा, तो उक्त कारखानो की सख्या कितनी है और सरकार ने इस बारे मे क्या उपाय किए है ?

औद्योगिक विकास मंत्रालय में उपमंत्री (श्री जिआउर्रहमान अन्सारी) : (क) और (ख) इस्पात, व्यापारिक ग्रड की अल्युमीनियम की चद्दरो तथा सर्किलो के लिए कच्चे माल की कमी के बारे मे सरकार को अनेक अभ्यावेदन प्राप्त हो रहे है। सभी कमी देश मे सीमित उत्पादन के कारण है। उपलब्ध विदेशी मुद्रा तथा देश मे सुलभ सीमित सम्भरण को ध्यान मे रखकर आंवटन मे वृद्धि करने के लिए प्रयास किए जा रहे है। प्रभावित एककों की सख्या उपलब्ध नही है।

Shortage of Raw Material in Wire and Cable Industry

4062 **SHRI M RAM GOPAL REDDY** Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether Government's attention has been drawn to the shortage of PVC chemicals which have seriously affected the manufacture of wire and cable, and

(b) if so, the steps taken in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) While shortage of PVC resins required in the manufacture of wire enamels for cables and wires has been reported, no instances where production has been affected because of the shortage of this item have come to the notice of the Government

(b) Import of PVC resins has been permitted to meet the shortage

Population of Scheduled Castes and Scheduled Tribes in Orissa

4063 **SHRI ARJUN SETHI** Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the latest Census Report reveals a decline of the percentage of Scheduled Castes and Scheduled Tribes population in Orissa in comparison to other castes and the previous Census,

(b) if so, what are the reasons thereof, and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN): (a) The percentages of Scheduled Castes and

Scheduled Tribes population to total population in Orissa at the 1961 and 1971 censuses are as follows:

	% of Scheduled Castes Population to Total Population.	% of Scheduled Tribes Population to total Population.
1961	15·75	24·07
1971	15·09	23·11

(b) The population growth rate is governed by birth rate, death rate and migration The component of each of these caste or tribe-wise is not available. And hence it is not possible to say the exact reasons for the varying proportions of different sections of population at different points of time.

(c) Does not arise.

Revision of Plan Targets in view of the Rise in Prices

4064. SHRI PILOO MODY: Will the Minister of PLANNING be pleased to state:

(a) the extent to which increase in prices of essential commodities and industrial articles will affect the plan targets; and

(b) whether there are proposals to revise the Fourth Plan targets consequent upon increase in prices?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) It is difficult to quantify the impact of price increase on Plan targets as other factors like availability of inputs, timely implementation of Plan programmes, weather conditions also exert their influence.

(b) The outlays and the targets for the Annual Plan 1973-74, the final year of the Fourth Plan, are being fixed keeping in view all these factors including price increase.

Qualified Unemployed Engineers

4065. SHRI PILOO MODY: Will the Minister of PLANNING be pleased to state:

(a) the number of unemployed qualified engineers belonging to various disciplines as on 1st February, 1973; and

(b) the efforts, if any, made by the Government to provide employment to these qualified engineers?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) and (b). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-4548/73.]

Discussions held by Planning Commission Reg. Check on Prices

4066. SHRI PILOO MODY Will the Minister of PLANNING be pleased to state:

(a) whether Planning Commission recently had a series of meetings at various levels to hold prices; and

(b) if so, the recommendations made consequent upon the discussions therein?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) and (b). The Commission have, constituted an Inter-ministerial Group to suggest long term and short-term measures for making available essential commodities and articles of mass consumption to the common man at reasonable prices. The report of the Group is expected to be finalised by end of May 1973.

Oriya-Speaking People in West Bengal

4067. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the population of Oriya-speaking people in Calcutta and industrial suburbs;

(b) whether any protection has been ensured to Oriya-speaking people in West Bengal in view of Oriya-Bengali language trouble there; and

(c) whether Government propose to have a permanent Committee for strengthening cultural bond between the two communities?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Provisional census figures of Population of Oriya speaking persons in Calcutta and Calcutta Urban Agglomeration are as under:--

Calcutta	42,252
Calcutta U.A.	85,465

(b) and (c). The Central Government has been in close touch with the Governments of West Bengal and Orissa in regard to recent Oriya Bengali language trouble They are earnestly engaged in maintaining normalcy and in speedy restoration of cordial relations amongst different linguistic groups

Building of Houses for Cuttack A.I.R., Staff

4068 SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government purchased a piece of land from a senior officer of Government of India at Cuttack for building houses for A.I.R. staff: and if so, the price paid; and

(b) whether the price paid was at market rate?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) A piece of land was acquired at Cuttack for the purpose under the Land Acquisition Act after paying a compensation of Rs. 5,01,953/-

(b) The compensation was determined by the State authorities under the Land Acquisition Act.

Loss of Life and Property due to Linguistic trouble between Orissa and West Bengal

4069. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the extent of the loss of life and property due to Linguistic trouble in Orissa and West Bengal since the 14th February, 1973;

(b) how many platoons of C.R.P. were deployed and at which places; and

(c) whether the Police fired indiscriminately at Jaleshwar Station in the presence of A.D.M., Balasore and if so, the action Government has taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (c) The information is being collected from the State Governments and would be laid on the table of the House.

(b) Four Companies of C.R.P. forces were provided to Government of Orissa to maintain law and order. The companies were deployed at Jatni, Bhubaneshwar and Rourkela.

Defect in Working of Jaleshwar Exchange under Balasore, Orissa

4070. SHRI SHYAM SUNDER MOHAPATRA. Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Jaleshwar Exchange under Balasore in Orissa remains out of order frequently and if so, the reason therefor;

(b) whether the auto-line, connecting Calcutta with Balasore, also remains out of order frequently thereby leaving the operators on manual line; and

(c) what remedial steps Government propose to take in the matter?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Jaleshwar Exchange is in good working order.

(b) No Sir.

(c) Does not arise.

Job Oriented Courses for Undergraduate Science Students

4071. Shri B. K. DASCHOWDHURY:

SHRI M. M. JOSEPH:

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the National Committee on Science and Technology has suggested in its plan for job oriented courses to be offered at least to 30 per cent of the under-graduate science students; and

(b) if so, the main outlines of the plan and Government reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM) (a) and (b): The question of introduction of job-oriented courses in general B.Sc. or B.Sc. (Hons.) for a certain percentage of students is under study of the NCST Panel on Education and Scientific Research. No firm proposals have so far been made.

Postal Requirements of D.D.A. Colony, Naraina

4072. SHRI B. K. DASCHOWDHURY: Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 2268 on 29th November, 1972 regarding postal requirements of D.D A. colony, Naraina and state:

(a) whether the Post Office in the Naraina village is in a position to meet the requirements of Naraina Colony and Naraina Industrial area;

(b) if not, Government's reaction in this regard; and

(c) whether suitability of land allotted for the purpose has since been examined and construction of the building has since started?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Yes. However, opening of a Post Office in the Industrial Areas has also been approved and it will be opened as soon as accommodation becomes available.

(b) Does not arise

(c) Suitability of the land has since been examined. Action is being taken to purchase the plot from Delhi Development Authority. The case for construction of building will be taken up after the purchase of plot is finalised

Engineering Workshop in Tanzania

4073. SHRI NAWAL KISHORE SHARMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether India has agreed to set up an engineering workshop in Tanzania;

(b) if so, the broad outlines of the workshop to be set up and the nature

of assistance of man and materials to be supplied and the technical know-how;

(c) whether some other industries are also to be set up by India in that country; if so, the nature thereof and

(d) the amount to be spent by India in this respect?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) to (d). A delegation of experts from the Small Scale Industries Development Organisation visited Zanzibar and the main land of Tanzania in January—February, 1973. While the report on Zanzibar has been submitted, that for the mainland of Tanzania is under preparation. The report on Zanzibar suggests among other things, the setting up of an industrial estate, including an engineering workshop, which may house 30 to 35 new industrial units in the first phase as per statement attached The Government of India have agreed to assist Zanzibar in the setting up of this industrial estate and consider the supply of equipment and machinery required for the common facilities service centre India has also offered services of appropriate experts for setting up the industrial estate and common facilities workshop and to provide training facilities for Zanzibar nominees in India The exact quantum of Indian assistance would however be known only after the matter has been further discussed between the two sides

Statement

1. Sheet Metal Articles—Buckets, Trunks Water Tanks, Dust Bins and Simple Hospital and other furniture.
2. Wire Nails, Panel Pins and Wood Screws.
3. Builders Hardware and Aluminium Building Fittings.
4. Barbed Wire.
5. Aluminium Utensils.
6. Laminated Springs and Coil Springs
7. Toilet Soap
8. Solvent Extraction of Copra Cake and Rice Bran and Oil Refining Unit
9. *Paints and Varnishes.*
10. Pharmaceutical Preparations.
11. Pesticide Formulations
12. Boot Polish.
13. Moulded Plastic Goods
14. Safety Matches
15. Wooden Furniture.
16. Wooden Packing Cases.
17. Cashew-Apple Fermented Beverages.
18. Fruit Preservation and Canning
19. Soft Drinks
20. Bakery and Confectionery.
21. Milk and Milk Products.
22. Cattle and Poultry Feed.
23. Reconditioning Automobile Batteries
24. Tyre Retreading
25. Hosiery-Cotton and Nylon.
26. Readymade Garments
27. Domestic Electrical Accessories.
28. Paper Conversion Products.
29. P V C Cables.
30. Shoe Lace and Cotton Tapes.
31. Bristle Coir Fibre.
32. Rubberised Coir.
33. Needled Coir Pads.
34. Coir Brushes.

Proposal to Waive the Debts of Harijans in Order to Improve Their Financial Conditions

4074 SHRI NAWAL KISHORE SHARMA: Will the Minister of HOME AFFAIRS be pleased to state.

(a) whether there is any proposal under the consideration of Government to waive debts of Harijans to improve their financial conditions in the country and with particular reference to Rajasthan State; and

(b) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) No, Sir

(b) Does not arise

Disparity between I A S and P.C.S. Officers

4075 SHRI NAWAL KISHORE SHARMA Will the PRIME MINISTER be pleased to state

(a) whether there is a great disparity in service conditions of the P C S and I A S Officers in the country,

(b) if so, whether there is any proposal under the consideration of the Government to do away with this desparity for the efficient and smooth functioning of the administration in the country: and

(c) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) to (c). State Civil Service (PCS) and the Indian Administrative Service are different Services Governed by different sets of Rules and Regulations. The conditions of service of the members of a State Civil Service (PCS) are regulated by Acts of the appropriate Legislature or, as the case may be, by the rules made by the Governor of that State in exercise of the powers conferred by the proviso to Article 309 of the Constitution The conditions of service of the members of the Indian Administrative Service are regulated by the rules made by the Central Government in exercise of the Powers conferred by the All India Service Act 1951 (61 of 1951) State Public Services is a matter included in List II of the Seventh Schedule to the Constitution (the State List) and, therefore the Central Government cannot regulate the conditions of service of the members of the State Civil Service (PCS) Members of the State Civil Service (PCS) are eligible to be appointed, by promotion, to the Indian Administrative Service

Legislation for Restoration of Properties of Freedom Fights Confiscated by British Government

4076 SHRI NAWAL KISHORE SHARMA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether there is any proposal under the consideration of Government to bring out a legislation for restoration of the properties, confiscated by the British Government in India, back to the freedom fighters or their families; and

(b) if so, the main points thereof and the time by which such a legislation will be introduced in Parliament?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) No, Sir.

(b) Does not arise.

Setting up Industries in Joint Sector

4077. SHRI K. MALLANNA: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government propose to embark upon a Scheme of settling up new industries to be financed jointly by the Centre and the States;

(b) if so, the broad outlines of the proposal, and

(c) if not, whether it is proposed to sound the States on this proposal?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C SUBRAMANIAM) (a) to (c) The Government's policy regarding joint sector is contained in paras 10 and 11 of Press Note dated the 2nd February, 1973 copies of which were laid on the Table of the House in reply to Lok Sabha Unstarred Question No 281 for 21-2-1973.

Murderous Attacks on Harijans in Bundelkhand Region of U.P

4078 SHRI N. K SANGHI

SHRI S. M SIDDAYYA:

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether murderous attacks on Harijans in Bundelkhand region of Uttar Pradesh is on the increase since, 1970;

(b) if so, number of deaths during 1970, 1971 and 1972; and

(c) whether Government have analysed the causes and the steps taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) to (c). Facts are being ascertained from the State Government.

Expansion of Radio and TV Projects

4079 SHRI N K. SANGHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Central Government have decided to divert funds allocated to the States for development and expansion of radio and T.V. Projects/schemes in case the State Governments fail to initiate the projects/schemes and to co-operate with the Centre;

(b) the names of the States which have failed to take advantage of the allocation assistance; and

(c) the reasons given by the States for not utilising the assistance and the reaction of the centre thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) to (c). Development of radio and television is a Union subject As such the question of allocating assistance to State Governments does not arise.

आदिवासी क्षेत्रों में औद्योगिक विकास

4080. श्री भारत सिंह चौहान :

डा० लक्ष्मीनारायण पांडेय :

क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों में आदिवासी क्षेत्रों के औद्योगिक विकास के लिए क्या कदम उठाये गए हैं ;

(ख) इनका क्या परिणाम निकला है; और

(ग) आगामी वर्षों में इन क्षेत्रों में कौन कौन से उद्योग कहां-कहां स्थापित करने का प्रस्ताव है ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम) : (क) से (ग) . आदिवासी क्षेत्रों में औद्योगिक विकास के लिए ही कोई विशेष कार्यक्रम तो नहीं बनाया गया है सरकार ने क्षेत्रीय असन्तुलन हटाने हेतु कतिपय राजसहायता और प्रोत्साहन योजनाए बनाई है जैसे, (1) वित्तीय संस्थानो द्वारा रियायती वित्त योजना (2) सीधा 10 प्रतिशत केन्द्रीय अनुदान अथवा राज सहायता योजना, 1971 तथा (3) परिवहन राजसहायता योजना, 1971 ताकि निर्दिष्ट पिछड़े जिलो/क्षेत्रो मे उद्योगो को आकर्षित किया जा सके । सम्बन्धित राज्य सरकारों/संघ क्षेत्रो की सरकारो को बार बार सलाह दी जाती रही है कि वे उपर्युक्त योजनाओ की सहायता से अपने राज्य के पिछड़े क्षेत्रों के विकास के लिए और अधिक शक्तिशाली कदम उठाए ।

नरेला पुलिस स्टेशन, दिल्ली के एस० एच० ओ० को निलम्बित करना

4081. श्री भारत सिंह चौहान : क्या गृह मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या नरेला पुलिस स्टेशन, दिल्ली के एक एस० एच० ओ० को फरवरी 1973 में निलम्बित किया गया था ;

(ख) यदि हां, तो उसके निलम्बित किये जाने के क्या कारण हैं; और

(ग) सरकार ने इस बारे में तत्पश्चात् क्या कार्यवाही की है ?

गृह मंत्रालय में उपमंत्री (श्री बृह० एच० मोहसिन) : (क) जी हां, श्रीमान् ।

(ख) उन्हे तथा उनके साथ एक उप निरीक्षक को एक पैट्रोल पम्प पर विवाद से उत्पन्न स्थिति को उचित रूप से न समझने और एक ऐसे तरीके से व्यवहार करने जिससे कानून व व्यवस्था की स्थिति पैदा हुई, और इस मामले मे गिरफ्तारियां करने मे गलतियां करने के लिए निलम्बित किया गया था ।

(ग) विभागीय कार्यवाही चल रही है ।

International T.V. Relay to Northern India in 1975

4082. G. Y. KRISHNAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether International T. V. relay to Northern India will become possible in 1975 with the commissioning of the Second Satellite Communications Earth Station in Dehra Dun;

(b) if so, whether there has taken place any agreement to meet the foreign exchange cost of the equipment, services and training, etc.; and

(c) if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The satellite earth station which is being set up near

Dehra Dun and which is expected to be commissioned in early 1975 will handle normal external telecommunications traffic like telegraph, telephone, telex, data transmission etc. It will also have the technical feasibility for international T. V. relay.

(b) and (c) No agreement for use of the second Satellite Earth Station at Dehra Dun for international T. V. relay has been entered into.

Assurance to Dacoits of Chambal Valley and other Areas in Madhya Pradesh

4083. SHRI PRABODH CHANDRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any assurance was given to the dacoits of Chambal valley and other areas in Madhya Pradesh that if they surrender to Government with their arms no one will be given death penalty and further assured that if the court served any death sentence, Government of India will see to it that the death sentence is commuted; and

(b) whether the Police Officers strongly opposed such move?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN): (a) and (b): No, Sir.

Singing of "Vande Mataram" in Urdu Schools in Maharashtra

4084. SHRI RAM BHAGAT PASWAN:

SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether singing of "Vande Mataram" has been banned in Urdu Schools in Maharashtra; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) No, Sir.

(b) Does not arise.

Cement Factory in Orissa

4086. SHRI ANADI CHARAN DAS: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether there is any proposal before the Central Government to establish cement factory in Orissa; and

(b) if so, where the factory will be established?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). The Cement Corporation of India have received a proposal from the Government of Orissa for the setting up of a cement plant in Koraput District of Orissa. The Techno-economic feasibility of the proposal is being examined by the Cement Corporation of India in consultation with the state government.

Opening of Postal Divisions in Orissa Zone

4087. SHRI ANADI CHARAN DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) how many Postal Divisions in Orissa Zone have been opened so far and where are they located; and

(b) the broad outlines of the proposal for opening new divisions in the near future?

THE MINISTER OF COMMUNICATIONS (SHRI K. M. BAHUGUNA): (a) There are at present 13 Postal

Divisions in Orissa Circle. Particulars of these Divisions and their headquarters are indicated in the statement attached.

(b) The Staff Inspection Unit of the Ministry of Finance have laid down standards for the creation of new Divisions and bifurcation of existing Divisions. As per these standards a new Postal Division is created when its workload is 9 units and a Division is bifurcated when its workload reaches 2.9 units. New Postal Divisions may be opened whenver these standards are satisfied.

STATEMENT

List of Postal Divisions in Orissa Circle as on date

Name of the Postal Division.	Name of the headquarters.
1. Cuttack	Cuttack
2. Sambalpur	Sambalpur
3. Balasore	Balasore
4. Berhampur	Berhampur (GM)
5. Puri	Puri
6. Bolangir	Bolangir
7. Keonjhar	Keonjhar
8. Sundergarh	Sundargarh
9. Koraput	Jeypore
10. Phulbani	Phulbani
11. Cuttack North	Cuttack
12. Mayurbhanj	Baripada
13. Dhenkanal	Dhenkanal

Amendment of Company Law for Joint Sector Enterprises

4088. SHRI B. V. NAIK: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the joint sector enterprises will need amendments to the company law; and

(b) if not, whether these enterprises can be incorporated under the existing statute?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) No, Sir

(b) Yes, Sir.

Comparative Study of Advertisement Earnings of A.I.R. and Radio Ceylon

4089 SHRI B. V. NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) how do advertisement earnings of the All India Radio compare with the advertisement earnings of Radio Ceylon; and

(b) whether any steps are contemplated to eliminate the drain on national resources on this account?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The gross revenue derived by the Commercial Broadcasting Service of All India Radio during the last three years are given below:—

1969-70	Rs. 2,20,96,932
1970-71	Rs. 2,95,99,054
1971-72	Rs. 4,22,65,033

Information relating to the advertising earnings of Radio Ceylon is not available. It is not, therefore, possible to compare the earnings of the two Organizations.

(b) An annual ceiling has been prescribed to regulate the release of foreign exchange for advertising over the Commercial Broadcasting Service of Radio Ceylon. Information relating

to the ceiling prescribed, value of applications received and value of approved applications during the last few years is given below:—

Year	Annual ceiling prescribed	Value of applications received (including reciprocal arrangements against inward remittances).	Value of applications approved (including reciprocal arrangements against inward remittances).
	Rs.	Rs.	Rs.
1969 .	6,00,000	5,65,874	3,42,255
1970 . . .	7,00,000	6,33,839	4,76,641
1971 . . .	7,00,000	5,90,275	3,76,078
1972 . . .	7,00,000	2,37,355 (Ist quarter)	1,92,355 (Ist quarter)

No proposal is under consideration of Government for reducing this ceiling.

Planning Boards in States

4090. SHRI B V. NAIK: Will the Minister of PLANNING be pleased to state:

(a) the names of the States which have constituted their Planning Boards;

(b) the Boards on which members of Parliament are represented; and

(c) whether States have followed any criteria in regard to the Members *constituting the Planning Boards*?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) The following States have constituted their Planning Boards/Commissions:

Assam, Bihar, Kerala, Madhya Pradesh, Meghalaya, Mysore, Nagaland, Orissa, Punjab, Tamil Nadu, Uttar Pradesh and West Bengal.

(b) From the information received from the States it appears that Members of Parliament are represented only in the State Planning Board of West Bengal.

(c) Planning Commission had given some guidelines to the State Governments. However, they have not been uniformly followed by the State Governments.

Research in Chlorophyll as a Catalyst in the Solar Evaporation Process of Common Salt Manufacture

4091. SHRI B. V. NAIK: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the *qualities of Chlorophyll* as a catalyst in the solar evaporation process of common salt manufacture, in India, has been researched; and

(b) if so, the findings thereof relevant to the common salt producers on the Indian Coast?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). The information is being collected and will be laid on the Table of the House.

Accelerated Development of Nuclear Power

4092. SHRI M. KATHAMUTHU: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether the Atomic Commission Chairman has stated recently that the solution of the fuel resources problem in India lies in accelerated development of nuclear power;

(b) if so, whether any steps have been taken for accelerated development of nuclear power in the country; and

(c) the main features of the schemes for the development of nuclear power proposed to be included in the Fifth Five Year Plan?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF SPACE (SHRIMATI INDIRA GANDHI): (a) Yes, Sir.

(b) and (c). All possible steps are being taken. The Fifth Plan proposals of the Department of Atomic Energy are under formulation.

Scientific and Technological Co-operation Agreements with Foreign Countries

4094. SHRI M. KATHAMUTHU: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) with how many countries India has entered into scientific and technological co-operations agreements;

(b) the main features of these agreements;

(c) how many scientific delegations from foreign countries have visited India in the last two years; and

(d) the results of these visits?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) to (d). The information is being collected from various Departments/Organisations concerned with the subject. Detailed reply will be laid on the Table of the House as early as possible.

Proposal to set up Industries in Gujarat

4095. SHRI ARVIND M. PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government propose to set up more industries in Gujarat during the next three years; and

(b) if so, the main features of the proposal?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). While this Ministry and the Planning Commission have no proposal as such to set up industries in Gujarat during the next three years, during the years 1971 and 1972, 128 industrial licences and 200 letters of intent have been issued under Industries (D&R) Act, 1951, for the State of Gujarat. Most of these are likely to be implemented during the next 2-3 years.

Allotment of Funds for Backward Districts in Gujarat

4096. SHRI ARVIND M. PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) the total amount allotted for the development of industries in backward districts of Gujarat State in the Fifth Plan period; and

(b) the names of the backward districts and the amount allotted to each?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): (a) and (b). Panchamahals, Kutch, Amreli, Broach, Sabarkantha Banaskantha, Bhavanagar, Mehsana, Surendranagar and Junagadh are the backward districts in Gujarat which are eligible for concessional finance from Financial Institutions for industries started there. Of these Panchmahals, Broach and Surendranagar are, in addition, eligible for 10 per cent Central subsidy. The Fifth Five Year Plan is yet to be finalised but Central assistance is not sanctioned district-wise

Plan of National Aeronautical Laboratory, Bangalore to Develop Computer-Based Data Acquisition and Control System for use in Aerospace and Petro-Chemical Industries

4097. SHRI BHAGWAT JHA AZAD: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the National Aeronautical Laboratory, Bangalore plan to develop computor-based data acquisition of control system for use in the aerospace and petro-chemical industries;

(b) whether this will be done with indigenous expertise; and

(c) whether National Aeronautical Laboratory has set up any plant for fabrication of data system and other components?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) Yes, Sir.

(b) Yes, Sir.

(c) National Aeronautical Laboratory has in operation a Pilot Plant for designing and fabricating digital data systems Since 1968.

Proposals for Expansion of Paper Industry

4098. SHRI C. K. JAFFER SHARIEF: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether there are any proposals for expansion of the existing paper units pending with his Ministry and when they are likely to be finalised; and

(b) what is the progress made by the Hisdustan Paper Corporation in setting up Paper plants and the programme laid down by the Corporation in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE): (a) Yes, Sir.

Five proposals for substantial expansion of the existing paper units are pending. Action is being taken to finalise them early.

(b) A statement is attached.

Statement

M/s. Hisdustan Paper Corporation which was set up in May, 1970 has decided to establish the following four projects.—

(a) An integrated pulp/paper mill in Nagaland for a capacity of 30,000 tonnes per annum;

(b) an integrated pulp/paper Mill in Assam (Nowgong District) for a capacity of 80,000 tonnes of pulp and 50,000 tonnes of paper;

(c) a newprint mill in Kerala for a capacity of 80,000 tonnes per annum; and

(d) an integrated pulp and paper mill m Cachar District, Assam with a capacity of 50,000 tonnes per annum (likely to be revised to 80,000 tonnes per annum).

The step taken towards the implementation of these projects are indicated below.

(a) *Integrated pulp/paper mill in Nagaland*

The site development and some civil construction works are in progress. Letters of intent have been issued to the suppliers for certain items of machinery such as Turbo Alternators, Recovery Boilers etc. It is expected that the orders for major part of plant and machinery will be issued before the end of March, 73.

(b) *Integrated paper/pulp mill in Nowgong District Assam*

Preliminary arrangements for necessary infrastructural facilities like water, road etc. have been worked out with Government of Assam, and negotiations regarding supply of raw materials from certain parts of the State have been finalised. The work relating to collection of data regarding forest, water, soil condition etc has been taken in hand.

(c) *Kerala Newsprint Project*

Negotiations with the Government of Kerala for making available the required forest raw materials and other infrastructural facilities have been conducted in detail and agreements have been reached on almost all the points.

(d) *Cachar Paper Project*

The detailed Project Report is under examination of Government.

Change in Planning Suggested by I.N.T.U.C.

4099. SHRI SUKHDEO PRASAD VERMA: Will the Minister of PLANNING be pleased to state:

(a) whether the Indian National Trade Union Congress has submitted a memorandum to the Government wherein it has suggested a change in planning as reported in the "Indian Express" dated the 24th February, 1973; and

(b) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) The Planning Commission is aware of the Press Report but has not received any communication from the Indian National Trade Union Congress in this regard.

(b) Does not arise.

Grant of Extension in Service after 58 years

4100 SHRI SUKHDEO PRASAD VERMA: Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 2286 on 7th March, 1973 regarding guidelines for giving extension in service to Government servants and state the category-wise number of such Government employees who have been granted extension during the year, 1972-73?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): The information is being collected and will be laid on the Table of the House as soon as possible.

Disturbances at the Anti-Corruption Convention at Chandigarh

4101. SHRI BHAGIRATH BHANWAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Governor of Punjab has submitted a report to the Centre on

the disturbances created at the Anti-Corruption Convention sponsored by the Bharat Yuvak Samaj at Chandigarh on 18th February, 1973; and

(b) if so, the action proposed to be taken to check the recurrence of such incidents?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). No special report regarding the incident has been received from the Governor of Punjab. However, since the Convention was held in Chandigarh, facts were ascertained from Chandigarh Administration, according to whom adequate arrangements were made to maintain peace and to prevent damage to property at the time of the Convention.

Proposed Allocation to M.P. during Fifth Plan

4102. SHRI BHAGIRATH BHANWAR: Will the Minister of PLANNING be pleased to state:

(a) the total plan outlay likely to be made available to Madhya Pradesh during Fifth Plan;

(b) whether the State Government had submitted any draft plan to the Planning Commission and if so, its main features: and

(c) the break-up of the amount proposed to be allotted for various sectors?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) and (b). Planning Commission has yet to take a view on matters relating to the size of the Fifth Plan of the States and other related matters. The State Government have not submitted any Draft Plan to the Planning Commission.

(c) Does not arise.

Separatist Convention of Andhra Congressmen

4103. SHRI H. M. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the separatist convention of Andhra Congressmen which concluded at Tirupathi on 1st January, 1973 issued a call to legislators, non-gazetted officers, students and others supporting separate Andhra State movement, to paralyse the State administration;

(b) whether Government of India has studied the implications of such a call given by responsible publicmen; and

(c) the reaction of Government of India thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Attention of the Government has been drawn to reports about the Tirupathi meeting.

(b) and (c). Efforts are under way to restore conditions of normalcy and peace in Andhra Pradesh. The Government's attitude on this matter has already been spelt out in the course of the discussions in the House on the President's Address and the Andhra Proclamation.

Elections to Delhi Gurudwaras

4104. SHRI H. M. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the attention of Government has been invited to a report in 'the Statesman' of 28th December, 1972 stating that elections to Delhi Gurudwaras have been inordinately delayed;

(b) whether he Sikh community has approached the Government of India to intervene to expedite elections to Delhi Gurudwaras; and

(c) the reaction of Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Government have seen the report published in the *Statesman* of the 28th December, 1972.

(b) Government have not been approached recently in this regard.

(c) Government are not aware of any discontentment and resentment among the Sikh community on this account. It is also incorrect to say that the elections are being delayed at any stage. Steps have already been taken for the conduct of the elections to the Delhi Gurdwaras under the provisions of the Delhi Sikh Gurdwaras Act, 1971. Director, Gurdwara Elections, has already been appointed. The work relating to delimitation of wards has been completed and the wards have been notified. The rules for the registration of electors, *viz.*, Delhi Sikh Gurdwara Management Committee (Registration of Electors) Rules, 1973 have also been notified on 22-1-1973. The Electoral Registration Officer has been appointed by the Government and the work relating to registration of electors has commenced with effect from 5-3-73.

Initiative from the leaders of Nagaland Baptist Church Council to solve Naga problem

4105. SHRI H. M. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Leaders of the Nagaland Baptist Church Council have recently sought a fresh initiative to solve the Naga problem;

(b) if so, the main features thereof; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) to (c). Government are aware that the leaders of the Nagaland Baptist Church Council in a two-day meeting held at Kohima on 23rd and 24th January, 1973, have decided to convene a Naga Public Conference for resumption of peace talks and a satisfactory political settlement in Nagaland. Government are of the view that these efforts are misconceived.

Formation of Film Corporation in every State

4106. SHRI D. B. CHANDRA GOWDA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Central Government have suggested to the States to form Film Corporation in every State in order to meet the demand for Cinemas; and

(b) if so, the names of the States which have accepted the suggestion?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) No, Sir.

(b) Does not arise.

Cement Production and Requirement

4107. SHRI BAKSI NAYAK: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) total production of cement in the country in 1971 and 1972; yearwise; and

(b) total requirement of cement in the country during the years?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) The total production of cement in the country during 1971 and 1972 was 14.9 million tonnes and 15.7 million tonnes respectively.

(b) The demand for cement in the country during 1971 and 1972 was estimated at 16 million tonnes and 17 million tonnes respectively.

Research and development work in industry

4108. SHRI BAKSHI NAYAK: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the Union Government are planning to make obligatory on the part of all industrial undertakings having a sizeable turn-over and units in the core and heavy investment to dovetail their production and expansion plans with plant research and development efforts;

(b) whether it is being made obligatory that one per cent of their turnout be diverted for research and development work; and

(c) whether industrial undertakings have been consulted in this regard; and if so, their reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) With a view to encouraging R&D in Industry and avoiding continued dependence on foreign collaboration, the Government are of the view that the industrial undertakings should develop and set up their own adequate design and research facilities as a part of their manufacturing programmes within a specified period. The Government will also consider the question of incorporating any other condition for encouraging the R&D effort in industry in the light of the recommendations. It any, when made, by the NCST.

(b) and (c). No Sir. But the NCST has, in its Approach to Science and Technology Plant made a suggestion that an Industrial cess be levied on all industrial units in the public and private sectors on a graded basis. The resources so raised will be allocated to them in a planned manner for undertaking R&D projects of national importance. The details of the scheme are still to be worked out. The Approach Paper is being discussed at various regional Seminars in the Country, to which representatives of the industrial undertakings are invited.

Exploration of atomic minerals in Orissa

4109. SHRI P. GANGADEB: Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether the Department of Atomic Energy has a plan to explore atomic minerals in different parts of Orissa in consultation with State Directorate of Mines;

(b) if so, the decision taken in the matter; and

(c) when the work is expected to be started:

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF INFORMATION AND BROADCASTING AND MINISTER OF SPACE (SHRIMATI INDIRA GANDHI): (a) The Department of Atomic Energy has its own continuing programme of exploration for atomic minerals in Orissa, but it has no plan for explorations in consultation with the Directorate of Mines and Geology, Government of Orissa.

(b) and (c). Do not arise.

Study to harness Natural Resources in Orissa

4110. SHRI P. GANGADEB: Will the Minister of PLANNING be pleased to state:

(a) whether any Pilot Study has been made on the guidelines issued by the Planning Commission to harness natural resources potentialities of the districts of Sambalpur and Dhenkanal in Orissa;

(b) whether Central Government have provided the requisite expertise and staff to handle the above matter; and

(c) if so, the requirements for the above work for the year 1973-74?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a). No proposal or scheme for Pilot Study for harnessing natural resources potentialities of the districts of Sambalpur and Dhenkanal in Orissa has been received in the Planning Commission from the Government of Orissa.

(b) The question does not arise.

(c) The question does not arise.

Modifications in Fifth Plan for Orissa

4111. SHRI P. GANGADEB: Will the Minister of PLANNING be pleased to state:

(a) whether Planning Machinery of the State of Orissa has made the desired modifications as per the advice of the Planning Commission as regards the next Five Year Plan:

(b) whether the suggestions made by the Planning Commission will be implemented by the State before the end of the next financial year; and

(c) the progress so far made by the State in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) to (c). The State Government has constituted a State Planning Board on December 21, 1972 on the suggestion made by Planning Commission. The Planning Department of the State was being reorganised in the light of the suggestions made by the Planning Commission In the meantime the State has come under the President's rule. It is expected that the re-organisation will be effected before the end of the next financial year.

Deterioration in Quality of Vividh Bharati Programmes

4112. SHRI S. C. SAMANTA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the reasons on account of which the quality of Vividh Bharti Programmes has deteriorated since its shifting from New Delhi to Bombay;

(b) the reasons for repeating stale and old programmes again and again in "Hawa Mahal" and other features; and

(c) if so, the steps proposed to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) There is no deterioration in the quality of Vividh Bharti Programme.

(b) and (c). Owing to certain administrative, technical and staff problems during the initial stages after shifting of the Service to Bombay, new programmes particularly "Hawa Mahal" programme, could not be produced to the desired extent and the percentage of repeat programmes increased. These difficulties have largely been overcome now and the programmes are expected to improve further.

अपराध सम्बन्धी फिल्मों से समाज में अपराधों को बढ़ावा मिलना

4113. **श्री हुकम चन्द कछवाय :** क्या सूचना और प्रसारण मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 19 फरवरी, 1973 के 'हिन्दुस्तान' में प्रकाशित इस समाचार की ओर दिलाया गया है कि फिल्म उद्योग द्वारा अपराध से सम्बन्धी फिल्में बनाये जाने से समाज से अपराधों को बढ़ावा मिलता है, और

(ख) इस सम्बन्ध में सरकार द्वारा क्या कार्यवाही करने का विचार है ?

सूचना और प्रसारण मंत्रालय में उपमंत्री (श्री धर्मवीर सिंह): (क) जी, हां।

(ख) सरकार ने केन्द्रीय फिल्म सेन्सर बोर्ड को पहले ही यह कह दिया है कि वह इस प्रकार की फिल्मों के बारे में चलचित्र अधिनियम तथा उसके अन्तर्गत बने नियमों को सख्ती से लागू करे। उपयुक्त मामलों में, बोर्ड द्वारा बड़ी मात्रा में काट छांट की गई है तथा कुछ फिल्मों पर पूर्णतया पाबन्दी लगाई गई है।

उत्तर प्रदेश के जिलों में डाक-तार घर

4114. **श्री हुकम चन्द कछवाय :** क्या संचार मन्त्री यह बताने की कृपा करेंगे कि :

(क) इस समय उत्तर प्रदेश के विभिन्न जिलों में डाक-तार घरों की संख्या कितनी है; और

(ख) वित्तीय वर्ष 1973-74 के दौरान जिलों में कितने नए डाक-तार घर खोलने का प्रस्ताव है ?

संचार मंत्री (श्री हेमवतीनन्दन बहुगुणा) : (क) और (ख) एक विवरण सभा पटल पर रख दिया गया है। [ग्रन्थालय में रखा गया। देखिए संख्या L T 4549/73]

Andhra Sena Mahasabha

4115 SHRI P. K. DEO: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Andhra Sena Mahasabha has recently been formed;

(b) whether the Mahasabha is in favour of separate Andhra;

(c) whether the Mahasabha has asked people not to pay and revenue, excise, income tax and other State and Union taxes; and

(d) the reaction of Government of India in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). Yes, Sir.

(c). Government have seen press reports to this effect.

(d) The Government's attitude on this matter has already been spelt out in the course of the discussions in the House on the President's Address and Andhra Proclamation. Efforts are under way to restore conditions of normalcy and peace in Andhra Pradesh.

A strict watch is kept on the activities of all organisations and appropriate action under law is being taken whenever necessary.

Posts in Calcutta Station of A.I.R. Lying Vacant

4116. SHRI SAROJ MUKHERJEE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether ten posts in Calcutta Station of A. I. R. are lying vacant for years together and if so how with this shortage of staff the Calcutta station can discharge its duties;

(b) whether the Ministry is aware of long standing grievances of the staff artistes of Calcutta Station of A. I. R. that they do not get the senior scale even after serving for a long time, if so, Government's reaction thereto;

(c) whether the Ministry is also aware that top-officials alleged ill-treatment towards the staff artists of Calcutta station has caused unhealthy atmosphere in the entire institution at Calcutta; and

(d) if so, what steps Government propose to take to remedy the situation there?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a). No, Sir. There are however vacancies, which are being filled in accordance with the rules prescribed. In the meanwhile, work in the station is being attended to by the existing staff or by the engagement of casual staff wherever necessary.

(b) A representation from a staff artistes in Calcutta, All India Radio Station for senior grade has been received and is under consideration.

(c) No, Sir.

(d). Does not arise.

Promotion of D.S.Ps in B.S.F. and C.R.P.

4117. SHRI PRAVINSINH SOLANKI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the steps Government of India propose to take to safeguard the interests of directly recruited Dy S.Ps. in Border Security Force and Central Reserve Police after the induction of E. C. Os in Border Security Force and Central Reserve Police Force; and

(b) how many directly appointed Dy. S.Ps. in B.S.F. and C.R.P. are now eligible for promotion to the rank of S.Ps?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a). The matter of safeguarding the interests of all categories of Dy. S.Ps. such as direct recruits. E.C.Os & promotees/deputatioists in the Border Security Force and Central Reserve Police for purposes of promotion is receiving the attention of the Government.

(b) B.S.F.	48
C.R.P.	57

संसद् सदस्यों और राज्य विधान मंडलों के सदस्यों में स्वतन्त्रता सेनानियों को पेंशन दिया जाना ।

4118. श्री रामावतार शास्त्री : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने ऐसे स्वतन्त्रता सेनानियों से जो संसद् और विधान मंडलों के सदस्य हैं पेंशन योजना के अन्तर्गत पेंशन देने के लिए आवेदन पत्र आमन्त्रित करने का निश्चय किया है ;

(ख) यदि हां, तो उन्हें आवेदन पत्रों के साथ किन-किन कागजात को संलग्न करने को कहा गया है ; और क्या उन्हें हलफनामा भी प्रस्तुत करना होगा; और

(ग) सरकार उन्हें कब तक पेंशन देने का विचार रखती है ?

गृह मंत्रालय में उपमंत्री (श्री एफ० एच० मोहसिन) : (क) जी हां, श्रीमान्।

(ख) संसद् तथा राज्य विधान मंडलों के सदस्यों से संशोधित फार्म पर आवेदन करने की आशा की जाती है । यद्यपि पेंशन के लिए आवेदन करते समय किसी शपथपत्र की आवश्यकता नहीं पड़ती है, परन्तु सदस्यों के लिए राजनैतिक यातनाओं के सम्बन्ध में योजना सम्बन्धी आवश्यकताओं को पूरा करना जरूरी है। इस आशय का शपथपत्र प्राप्त होने पर कि सदस्य की वार्षिक आय 5000 रुपये से अधिक नहीं है, पेंशन स्वीकृत की जायेगी ।

(ग) संसद् तथा राज्य विधान मंडलों के सदस्यों को पेंशन स्वीकृत की जायगी बशर्ते कि वे पात्रता की शर्तों को पूरा करते हों ।

Industrial Production during Fifth Plan

4119. DR. RANEN SEN: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) what is the growth rate envisaged in industrial production in the Fifth Five Year Plan;

(b) whether one of the main factors that hindered the growth of industrial production in the past was shortage of raw materials; and

(c) if so, what steps are being taken to ensure uninterrupted supply of raw materials to industries during the Fifth Plan?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a). The Planning Commission's document entitled "Approach to the Fifth Plan 1974-79" envisages an annual rate of growth of around 8 per cent in the manufacturing sector during the Fifth Plan period.

(b) Shortage of raw materials, particularly of certain scarce categories of steel, has been one of several factors, though not the only or even the major one, to have hindered the growth of industrial production in the past two or three years.

(c) The requirements of imported raw materials will have to be met by suitable adaptations of import policy which is prepared in the light of requirements and indigenous availability every year.

Incentives to Government Servants who do Their Entire work in Hindi

4120. SHRI NARENDRA SINGH BISHT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number and percentage of Government servants of different classes who do the original work in Hindi in offices; and

(b) the incentives given, or proposed to be given to such Government servants who do their entire work in Hindi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) Information is not readily available. The number of Central Government offices is very

large and scattered all over the country. Time, labour and expenditure involved in collection of the data will not be commensurate with the results likekly to be achieved.

(b) An incentive scheme is under consideration.

आन्ध्र प्रदेश में सीमेन्ट के कारखानों का बन्द हो जाना

4121. **श्री शिव कुमार शास्त्री :** क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आन्ध्र प्रदेश में बिजली की कमी के कारण सीमेंट के 6 कारखाने बन्द हो गये हैं ;

(ख) यदि हां, तो इस संकट को दूर करने के लिए क्या कार्यवाही की गई है; और

(ग) इन कारखानों के बन्द हो जाने से कितने व्यक्ति बेरोजगार हो गए है और कितने उत्पादन की क्षति का अनुमान है ?

औद्योगिक विकास मंत्रालय में उपमंत्री (श्री प्रणव कुमार मुखर्जी) : (क) जी, नही । आन्ध्र प्रदेश मे अब सभी 6 कारखानो मे कार्य हो रहा है, यद्यपि उनकी क्षमता में काफी कमी हो गई है ।

(ख) सीमेंट के कारखाने को और अधिक बिजली देने के प्रश्न पर राज्य विद्युत् बोर्ड और राज्य सरकार से बात चीत की गई है, जिसके परिणाम स्वरूप राज्य विद्युत् बोर्ड अब इन कारखानों को और अधिक बिजली उपलब्ध कराने पर सहमत हो गया है जिससे कि कम से कम एक एक मे पूरी तरह से काम हो सके ।

(ग) बेरोजगार हुए व्यक्तियो की ठीक-ठीक सख्या उपलब्ध नहीं है। ऐसा अनुमान है कि विभिन्न समय पर थोड़े थोड़े समय के लिए 2950 श्रमिक बेकार रहे। इसके अतिरिक्त, कारखाने में काम करने वाले श्रमिको के अलावा इतने ही और व्यक्तियों पर अप्रत्यक्ष रूप से प्रभाव पडा । फरवरी के महीने मे उत्पादन में हुई हानि 14 20 लाख मी० टन है ।

संचार मंत्रालय द्वारा रोजगार दिया जाना

4122. **श्री शिव कुमार शास्त्री :** क्या संचार मत्री यह बताने की कृपा करेंगे कि :

(क) क्या संचार विभाग ने एक वर्ष मे 15 हजार लोगों को रोजगार दिया है ; और

(ख) वर्ष 1973–74 में इस मंत्रालय की कितने लोगो को रोजगार देने की योजना है ?

संचार मंत्री (श्री हेमवतीनन्दन बहुगुणा) : (क) जी हां ।

(वित्तीय वर्ष 1971–72 के दौरान)

(ख) इसके लिए यथार्थ आंकड़े नहीं बताये जा सकते । ये आंकड़े 15,000 और 20,000 के बीच हो सकते हैं ।

भागलपुर जिले के हिरम्बी गांव में डाकघर बन्द कर दिया जाना

4123. **श्री ज्ञानेश्वर प्रसाद यादव :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भागलपुर जिले के हिरम्बो गाव में डाकघर गत बारह वर्ष से सन्तोषप्रद रूप से कार्य कर रहा है ;

(ख) क्या वर्ष 1971 में उक्त ग्रामीण डाकघर को भागलपुर हैड आफिस से रजौन सब पोस्ट आफिस के अन्तर्गत स्थानान्तरित करने के बाद बन्द कर दिया गया है; और

(ग) यदि हां, तो इसके क्या परिणाम हैं और सरकार का इस सम्बन्ध मे क्या कार्यवाही करने का विचार है ?

संचार मन्त्री (श्री हेमवतीनन्दन बहुगुणा) : (क) भागलपुर जिले के हीराम्बी गांव में तारीख 8–12–1959 को एक डाकघर खोला गया था । यह डाकघर तारीख 27–8–1971 तक काम करता रहा । जब तक यह डाकघर काम करता रहा, उस पूरी अवधि भर यह घाटा ही देता पाय गया ।

(ख) यह डाकघर तारीख 28–8–71 को बन्द कर दिया गया था । इस डाकघर को भागलपुर मुख्य डाकघर की लेखा-सीमा से हटा कर राजौन उप डाकघर की लेखा सीमा में कर देने से इसकी आर्थिक स्थिति पर कोई प्रभाव नही पड़ा ।

(ग) डाकघर चालू रहने के बारहवें वर्ष के दौरान ऐसा अनुमान किया गया था कि घाटे की निर्धारित सीमा के अलावा, जिसे कि विभाग खुद बर्दाश्त करता है, 321 रुपये 60 पैसे का अतिरिक्त घाटा होता था । चूकि डाक सेवा का लाभ उठाने वाले व्यक्ति निर्धारित सीमा से अधिक का घाटा भरने के लिए तैयार नही थे, इसलिए जिलाधीश की सहमति से यह डाकघर तारीख 28–8–1971 को बन्द कर दिया गया । तथापि, यदि लाभ उठाने वाले व्यक्तियो मे से कोई भी व्यक्ति घाटे की यह रकम चदे के तौर पर अग्रिमरूप से जमा करा दें तो यह डाकघर फिर से खोला जा सकता है ।

Joint Sector Projects

4124. **SHRI D. D. DESAI:** Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government's attention has been drawn to an article in the latest issue of 'Indian Management' written by the Management expert suggesting the constitution of a small team or task force to sponsor joint sector projects and to steer them through the various ministries; and

(b) if so, the reaction of Government on the suggestions contained in that article?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). Various suggestions as in the article referred to are put forward before the Government from time to time. While all suggestions are taken note of by the

Government their decisions will be guided by the needs of the situation and their overall social and economic policies. Government do not consider it necessary to constitute a special agency to sponsor joint sector projects and steer them through various ministries. Government's approach to each joint sector project will be based on its merits in the light of Government's social and economic objectives. The actual pattern and mode of joint sector projects will be decided as appropriate in each case, subject to the Government ensuring for itself an effective role in guiding policies, management and operations.

Exodus Technical and Professional Personnel from Industries Abroad

4125. SHRI D. D. DESAI: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether Government are aware of the alarming exodus of highly skilled, technical and professional personnel that have left the industrial undertakings and professions in the country for employment or work abroad;

(b) if so, their number during the last three years; and

(c) the reasons for this exodus

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). Council of Scientific and Industrial Research (CSIR) have no information in this regard. However, according to a study conducted by the Scientific and Technical Personnel Division of the Council of Scientific and Industrial Research (CSIR) in 1971, it was estimated that about 15,000 Indian Engineers and 9,000 Indian doctors were abroad at the end of 1970.

(c) Scientists/Engineers who go abroad do so for higher studies, training or for acquiring wider or specialised experience. Some go attracted by the greater opportunities in the highly advanced countries.

रतलाम और मन्दसौर (मध्य प्रदेश) के बीच टेलीफोन सुविधायें बढ़ाना

4126. **डा० लक्ष्मीनारायण पांडेय**: क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या टेलीफोन सुविधाएं बढाने के हेतु रतलाम मन्दसौर (मध्य प्रदेश) के बीच 8 चेनल सिस्टम की स्वीकृति दी जा चुकी है ;

(ख) क्या प्राप्त हुए उपकरण को कही अन्यत्र स्थानान्तरित कर दिया गया है ; और

(ग) यदि हा, तो उक्त सिस्टम सम्बन्धी उपकरण उस क्षेत्र को अब पुन. उपलब्ध कराया जायेगा ?

संचार मंत्री (श्री हेमवतीनन्दन बहुगुणा) : (क) जी हा ।

(ख) जी हां ।

(ग) इस मार्ग के लिए उपस्कर की व्यवस्था वर्ष 1973-74 में की जाएगी । आशा है कि तब तक वह लाइन भी तैयार हो जाएगी जिस पर इस उपस्कर का प्रयोग किया जायेगा ।

इण्डियन टेलीफोन इण्डस्ट्रीज द्वारा दोषपूर्ण ए-टाइप क्रासबार का निर्माण

4127. **डा० लक्ष्मीनारायण पांडेय :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इण्डियन टेलीफोन इण्डस्ट्रीज ने बेल्जियम की बैल टेलीफोन मन्यूफैक्चरिंग कम्पनी के सहयोग से 1000 ए-टाइप क्रासबार एक्सचेजो का निर्माण किया है;

(ख) क्या उक्त उपकरण दोषपूर्ण पाए गये है, और

(ग) यदि हां, तो सरकार ने इस सम्बन्ध मे क्या कार्रवाई की है ?

संचार मंत्री (श्री हेमवतीनन्दन बहुगुणा) : (क) जी हा ।

(ख) और (ग) . मैसर्ज बैल टेलीफोन मैन्युफैक्चरिंग कम्पनी के मूल डिजाइनो के अनुसार इण्डियन टेलीफोन इण्डस्ट्रीज लिमिटेड द्वारा निर्मित उपस्कर मे इजीनियरी सम्बन्धी कुछ दोष पाए गए है । इन दोषों की जाच करली गई है और इन्हे दूर करने की कार्रवाई की जा रही है । आई० टी० आई० और डाक-तार विभाग के तकनीकी अधिकारियो का एक कृतिक दल (टास्क फोर्स) इण्डियन टेलीफोन इण्डस्ट्रीज लिमिटेड द्वारा किये जाने वाले इन उपस्करों के भावी उत्पादन को सुधारने के तरीकों पर काम कर रहा है ।

Percentage of Increase in population of Scheduled Castes, Scheduled Tribes vis-a-vis National Average

4128. SHRI S. M. SIDDAYYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether according to the 1971 census Report the percentage of increase in population of the Scheduled Castes in the country is less than the national average; and

(b) if so, whether any investigation has been made into the causes of the decline of the population of these Castes?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) According to 1971 census the scheduled caste population increased by 24.18 per cent. during the decade 1961—71 while the general population increased by 24.80 per cent during the same period.

(b) The growth of population depends upon the birth rate, death rate and migration. These components ar not available separately for the scheduled castes population and therefore no investigation could be made into the lower growth rate observed in this group.

Scholarships given by the Department of Science and Technology

4129 SHRI S. N. MISRA: Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state.

(a) the number of scholarships given to the students by the Department of Science and Technology during the course of two years ending 28th February, 1973; and

(b) the number of students, the amounts given and the specialities of such persons to whom scholarships have been given?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) and (b). The Department of Science and Technology do not give any scholarships to the students.

Salary of Executives in Public Undertakings under Ministry of Industrial Development

4130. SHRI S. N. MISRA: Will the Minister of INDUSTRIAL DEVELOPMENT, SCIENCE AND TECHNOLOGY be pleased to state:

(a) how many top executives drawing a salary of Rs. 1500 or more per month have been appointed in Public Undertakings under the charge of his Ministry from 1st January, 1972 to 28th February, 1973; and

(b) the names of such appointees, the places and the Undertakings to which they have been appointed along with the States to which they belong?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). The required information is given in the statement placed on the Table of the House [*Placed in Library. See* No. LT-4550/73].

Establishment of Production Centre at Attingal, Kerala

4131. SHRI VAYALAR RAVI: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to refer to the reply given to Unstarred Question No. 3210 on the 6th December, 1972 regarding production centres of small scale industries in Kerala and state:

(a) the year in which the Estimates Committee of Lok Sabha submitted its 77th Report and the year in which the Production Centre at Attingal in Kerala was established; and

(b) the reasons for starting a new unit even after the recommendation of the Committee to hand over these Production Centres to State Governments?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI): (a) The 77th Report of the Estimates Committee was submitted in 1959-60. The production Centre was first set up in 1958 at Ettamanur and transferred to Attingal on 1-8-1963.

(b) Since the recommendation to hand over the Centres was made by the Organisational Committee, set up in 1962 at the instance of the Estimates Committee, the question does arise.

Names of communal bodies, associations and parties banned in the country

4132. SHRI S. N. MISRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many communal bodies, associations and parties have been banned within the last one year;

(b) the names of such parties, bodies, and associations and the States; and

(c) the period from which they stood banned?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA): (a) So far no association has been declared unlawful under the Unlawful Activities (Prevention) Act, 1967 as amended by the Criminal Law (Amendment) Act, 1972.

(b and (c). Do not arise.

Cases pending against students in Chandigarh

4133 SHRI B S BHAURA· Will the Minister of HOME AFFAIRS be pleased to state:

(a) how many cases are lying pending against the students in Union territory, Chandigarh from October, 1972;

(b) whether these cases were due to students, unrest in Punjab and all cases against students in Punjab have been withdrawn, and

(c) if so why Chandigarh Administration have not withdrawn the cases?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) to (c). Facts are being ascertained

Installation of P C O. at Raja Garden, Old Faridabad

4134 SHRI B S BHAURA Will the Minister of COMMUNICATIONS be pleased to refer to reply given to Unstarred Question No 883 dated the 2nd August, 1972 regarding provision of P C O at Raja Garden, Faridabad and state what action has been taken so far in the matter of opening of a P C O there?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) The Public Call Office approved for Gurdwara Gopi Colony, Faridabad was not installed as the President of the Gurdwara did not agreed to this proposal. In the absence of any suitable alternative location, it has not been possible to instal a Public Call Office in this colony so far.

लद्दाख में ऋतु विज्ञान, वनस्पति तथा भूगर्भ विज्ञान सम्बन्धी प्रयोगशालाओं की स्थापना करने का प्रस्ताव

4135. श्री कुशोक बाकुला : क्या विज्ञान और प्रौद्योगिकी मंत्री यह बताने की कृपा करेंगे कि

(क) क्या जम्मू और काश्मीर राज्य के लद्दाख जिले की विशेष भौगोलिक स्थिति को ध्यान में रखते हुए सरकार वहां ऋतु विज्ञान, वनस्पति और भूगर्भ विज्ञान सम्बन्धी प्रयोगशालाओं की स्थापना करने पर विचार कर रही है; और

(ख) यदि हां, तो तत्सम्बन्धी ब्योरा क्या हैं ?

औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री (श्री सी० सुब्रह्मण्यम): (क) और (ख) · विज्ञान और प्रौद्योगिकी विभाग में ऐसा कोई प्रस्ताव विचाराधीन नहीं है ।

लद्दाख में अन्तरिक्ष विज्ञान सम्बन्धी प्रयोगशाला

4136 श्री कुशोक बाकुला : क्या अन्तरिक्ष मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार लद्दाख में कोई अन्तरिक्ष विज्ञान सम्बन्धी प्रयोगशाला स्थापित करने का है; और

(ख) यदि हां, तो प्रस्ताव की रूपरेखा क्या है ?

प्रधान मंत्री, परमाणु ऊर्जा मंत्री इलैक्ट्रोनिक्स मंत्री, सूचना और प्रसारण मंत्री तथा अन्तरिक्ष मंत्री (श्रीमती इन्दिरा गांधी): (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Involvement of Government employees in nation-building task

4138. SHRI K. MALLANNA Will the Minister of PLANNING be pleased to state:

(a) whether Government have any programme to involve the Government employees in the nation-building task to fulfil the goal towards socialism; and

(b) if so, the broad outlines of the programmes?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) and (b). It is needless to emphasise the importance of the involvement of the Government employees in the nation building task as they are the instruments through which policies and programmes are implemented Measures that would ensure their more effective involvement in this task will be taken into account while formulating the Fifth Five Year Plan.

Commutation of death sentence of Shri Nagabhushan Patnaik

4139. SHRI S. M. BANERJEE Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether 80 Members of Parliament have made an appeal to the Government for the commutation of death sentence of Shri Nagabhushan Patnaik, a political prisoner, now detained in Central Jail, Vishakhapatnam; and

(b) if so, what steps have been taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA). (a) Yes, Sir.

(b) The Governor of Andhra Pradesh has rejected the mercy petition of condemned prisoner Nagabhushan Patnaik The records of the case are awaited from the State Government for consideration of mercy petition by the President

Financial assistance for the development of backward areas in eastern districts of U P.

4140. SHRI S M. BANERJEE Will the Minister of PLANNING be pleased to state:

(a) what further steps have been taken to provide adequate financial assistance for the development of backward areas in eastern districts of Uttar Pradesh;

(b) whether any suggestion has been received from the Government of Uttar Pradesh in this regard; and

(c) if so, Centre's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) A statement is laid on the Table of the House.

(b) No, Sir.

(c) Does not arise.

Statement

Out of a total Fourth Plan allocation of Rs. 965 crores there is a provision for Rs. 324 crores for the eastern districts of Uttar Pradesh. Besides this the following Central rural development schemes are in operation in the eastern districts of Uttar Pradesh:—

Scheme	Districts selected in Eastern U.P.	Allocation admissible in the Fourth Plan
		(Rs. crores)
1. Small Farmers Development Agency .	Pratapgarh	1·50
2. Marginal Farmers & Agricultural Labour .	Ballia	1·00
3. Dry Farming	Ghazipur	0·87 (App)
4. Drought prone areas . . .	Banda, Allahabad, Varanasi & Mirzapur	7·20 (App)
5. Concessional finance to Industries from the Financial Institutions for setting up Industrial Units.	Azamgarh, Ballia, Banda, Basti, Deoria, Faizabad, Ghazipur and Jaunpur.	No advance allocation is made. Funds are allocated as and when schemes are received.
6. Central scheme of 10 per cent subsidy for setting up industrial units with investment upto Rs. 50 lakhs.	Ballia, Basti & Faizabad.	

Time-Lag between issue of Letters of Intent and Licence

4141. SHRI S. M. BANERJEE: Will the Minister of INDUSTRIAL DEVELOPMENT, SCIENCE AND TECHNOLOGY be pleased to state·

(a) whether Industrial licences are issued long after the issue of Letters of Intent,

(b) whether the time-lag in some cases is nearabout five years; and

(c) if so, what steps have been taken to avoid this delay in the larger interest of growth of industrial units in the country: and whether any instructions have been issued in this regard?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) to (c). The conversion of a Letter of Intent into an Industrial Licence depends on the fulfilment by the party of the conditions imposed in the letter of intent. Industrial Licences are issued within a reasonable period after these conditions are fulfilled In order to ensure speedy implementation of the conditions of letters of intent, a condition is being imposed since August, 1972 in all letters of intent to the effect that the progresss of implementation of the scheme should be reported to Government every three months.

नीमच, मध्य प्रदेश में सीमेन्ट का कारखाना

4142. **श्री हुकम चन्द कछवाय .**
श्री आर० बी० बडे :

क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि मध्य प्रदेश में नीमच नामक स्थान पर एक सीमेन्ट कारखाना स्थापित करने के बारे में भारतीय सीमेंट निगम द्वारा प्रस्तुत सभावना प्रतिवेदन को केन्द्र सरकार द्वारा कब तक अनुमोदित कर दिये जाने की आशा है ?

औद्योगिक विकास मंत्रालय में उप-मंत्री (श्री प्रणव कुमार)मुखर्जी मध्य प्रदेश के नीमच मे प्रतिवर्ष 49 लाख मी० टन सीमेन्ट बनाने की क्षमता वाले सीमेन्ट का एक सयत्र लगाने के लिए सम्भाव्यता रिपोर्ट की भारत सरकार के सम्बन्धित विभागो द्वारा जाच कर ली गई है तथा उसे निकट भविष्य मे सरकारी विनियोजन बोर्ड के सम्मुख रखे जाने की सम्भावना है। इसके पश्चात् अन्तिम निर्णय योजना आयोग से परामर्श करके किया जायेगा ।

तहसील मेहर जिला सतना में सीमेन्ट का कारखाना

4143 श्री हुकम चन्द कछवाय

श्रीनरेन्द्र सिंह

क्या औद्योगिक विकास मत्री यह बताने की कृपा करेगे कि क्या सरकार के पास सतना जिले (मध्य प्रदेश) की मेहर तहसील मे एक सीमेट क खाना स्थापित करने की कोई योजना है ?

औद्योगिक विकास मत्रालय में उपमत्री (श्री प्रणव कुमार मुखर्जी) जी, नहीं ।

"Instant Broadcasting Station" being marketed by American firm

4144 SHRI BHOGENDRA JHA Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether Government have come to know of an "Instant Broadcasting Station" being marketed by an American firm, and

(b) if so, the broad outlines thereof and efforts made by Government to acquire such equipment?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) Yes, Sir. There have been reports in the Press of an "Instant Broadcasting Station" being marketed by an American firm

(b) According to Press reports, the Instant Broadcasting Station" consists of a 1,000 watt FM transmitter, antenna and speech input equipment. It is claimed that it can be put into operation within 90 days after the order is received by the firm The cost is about $15,000

The utility of this equipment in present Indian conditions will be limited since apart from requiring FM receiving sets for listening, it will only help to cover small localities falling within the shadow zones of main transmitting stations Moreover, All India Radio depends mainly on indigenously manufactured equipment It is therefore not proposed to acquire this equipment.

Unemployment among educated in Orissa

4145 SHRI CHINTAMANI PANIGRAHI Will the Minister of PLANNING be pleased to state

(a) whether Government have collected statistics with regard to unemployment prevailing among literate and educated persons, graduates and engineers in Orissa up-to-date,

(b) if so, the total amount of help provided for them by the Central Government during the last financial year, and

(c) whether the entire amount thereof has since been spent, and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA): (a) to (c). Precise information regarding the number of

unemployed in Orissa is not available. However, according to the provisional figures available relating to December 1972 there were 242,589 job seekers registered with the Employment Exchanges as follows:

1.	Uneducated (below matric including illiterates)		171,879
2	Matriculates		51,080
3	Higher Secondary		7,187
4	Graduates		
	(i) Arts	4,922	
	(ii) Science	3,812	
	(iii) Commerce	686	
	(iv) Engineering	414	
	(v) Medicine	393	
	(vi) Veterinary	16	
	(vii) Agriculture	6	
	(viii) Law	72	
	(ix) Education	1,112	
	(x) Others	27	11,460
5.	Postgraduates —		
	(i) Arts	463	
	(ii) Science	354	
	(iii) Commerce	13	
	(iv) Engineering	2	
	(v) Medicine	3	
	(vi) Veterinary	..	
	(vii) Agriculture	..	
	(viii) Law	..	
	(ix) Education	143	
	(x) Others	5	983
	TOTAL		242,589

The above figures include 416 engineering degree holders and 1562 engineering diploma holders

Besides the normal programmes of development included in the States' Annual Plan for the last year, certain special programmes for providing employment to the educated unemployed in Orissa were initiated in 1971-72 by the Government of India As against a sum of Rs 78 48 lakhs allocated to the State Government for implementing these programmes, an amount of Rs 75 25 lakhs was released to them under this Programme, as follows, on the basis of performance.

(Rs lakhs)

Name of the scheme	1971-72 Amount allocated	Amount released
1 Expansion and improvement in the quality of primary education	14 95	14·95
2. Rural Engineering Survey	2 14	Nil.
3 Financial assistance to entrepreneurs for setting up of industries	39 00	39 00
4. Setting up of design units for rural water supply	1 09	Nil
5 Advance action on investigation of road works in the Fifth Plan	1 30	1·30
6 Investigation of irrigation and power projects	20 00	20 0
	78 48	75 25

Purchase of King Kothi Palace by Housing Board of Andhra Pradesh

4146 SHRI K SURYANARAYANA Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the attention of Government has been drawn to the report in The Hindu dated the 4th March 1973 saying that the Housing Board of Andhra Pradesh proposed to purchase King Kothi Palace' from Ex-Nizam of Hyderabad, and

(b) if so, the facts of case, the price fixed and the terms of transaction?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT): (a) Yes, Sir.

(b) The Government of Andhra Pradesh have intimated that the Andhra Pradesh Housing Board had considered the question of purchasing King Kothi Palace of the Former Nizam, but have decided not to acquire it.

Production and Demand of Tyres

4147. DR. RANEN SEN: Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) the estimated requirement of tyres at present;

(b) the estimated increase in the demand for tyres at the end of the present decade; and

(c) how do Government propose to meet these requirements?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): (a) The requirements of Automobile Tyres during the year 1972-73 has been estimated at about 51.6 lakhs numbers.

(b) These requirements are estimated to increase to 115 lakhs Nos by the end of 1978-79.

(c) The present installed capacity for the manufacture of Automobile Tyres and Tubes is of the order of 45,79,200 Nos. To meet the rising demand for this item, Letters of Intent/Industrial Licences have been issued to 15 new units and 3 existing units (one for substantial expansion and two for setting up new units) for a total capacity of 65.8 lakhs each of Automobile Tyres and Tubes. Government are also contemplating to set up a production unit for Automobile Tyres and Tubes with a capacity of one million numbers each in the Central Public Sector and accordingly the National Industrial Development Corporation have been requested to undertake the preparation of a feasibility report for the setting up of the Public Sector Project envisaged on an urgent basis.

Release of Persons Detained under Maintenance of Internal Security Act

4148. SHRI SOMNATH CHATTERJEE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what have been the grounds for detention of persons detained under Maintenance of Internal Security Act since 1971; and

(b) the number of the detenues released by the decision of the Advisory Board and by orders of the High Courts or the Supreme Court?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Under the Maintenance of Internal Security Act, 1971, a person may be detained with a view to preventing him from acting in a manner prejudicial to one or more of the following, the defence of India, the relations of India with foreign powers, the security of India, the security of the State, the maintenanee of public order, and the maintenance of supplies and services essential to the community. A foreigner may also be detained with a view to regulating his continued presence in India or with a view to making arrangements for his expulsion from India.

(b) According to information available uptil the 31st January, 1973, 1217 persons had been released on the opinion of the Advisory Boards and 760 persons on the orders of the High Courts and the Supreme Court.

Regional Testing Centre in Delhi

4149. SHRI P. VENKATASUBBAIAH Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether final decision in the proposal to set up a Regional Testing Centre to test the products manufactured by industries in Delhi and its neighbouring,

(b) if so, the salient features of the decision, and

(c) if not, the stage at which the matter stands at present?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR RAHMAN ANSARI) (a) to (c) Yes Sir The scheme for Regional Testing Centre in Delhi which has been finalised would cover testing facilities in the field of (i) Mechanical Measurement and testing (ii) Physical and Metallurgical (iii) Chemical and Allied Trades and (iv) Electrical Trades

Employment to Graduate Engineers and 1st Class Science Graduates

4150 SHRI P VENKATASUBBAIAH Will the Minister of PLANNING be pleased to state

(a) whetner Central Government propose to guarantee employment to all graduate engineers and first class science graduates at the masters level and above within two years

(b) the salient features of the scheme drawn for the purpose and

(c) the steps being taken to implement the same?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DHARIA) (a) to (c) Government are fully conscious of the need to immediately tackle the unemployment problem among highly qualified engineers and scientists Every effort will be made to ensure that employment opportunities are found for the current backlog of this category by the end of the Fourth Plan Apart from Plan programmes, which have an employment bias, during recent years a number of measures have already been taken and various special employment programmes initiated to provide increasing employment opportunities to all categories of persons particularly for engineers and other highly qualified scientists These schemes mainly emphasise on self-generating employment, training programmes and wage employment for productive purposes These include taking up of preparatory work in connection with the projects to be included in the Fourth and subsequent Plans preparation of technical reports, expansion of the training-in-industry programme of the Ministry of Education, development of Indian consultancy organisations financial assistance to entrepreneurs/engineers for setting up small industries enforcement of the contractual provision requiring approved contractors to employ qualified engineers encouraging the engineers to set up cooperatives for undertaking construction work or for setting up repair and servicing facilities for agricultural machinery in rural areas and development of scientific research special programmes for educated unemployed persons including engineers and technicians and scientists comprising schemes of financial assistance to small entrpreneurs rural engineering surveys agro service centres investigation of road projects setting up of design units for rural water supply, investigation of irrigation and power projects surveys of natural resources, and the Special Employment Programmes in States and Union Territories In the special employment programmes under formulation for 1973-74 creation of job opportunities for highly qualified engineers and scientists will be given the first priority To ensure effective and efficacious formulation and implementation of these programmes, coordination of this work will be done by a Special Cell in the

Planning Commission. Some preliminary steps have already been taken in this direction. The State Governments have been addressed in the matter and have been advised to constitute similar cells to work out realistic programmes in order to implement them with speed so that they should yield productive results for the economy as a whole According to the present expectations, it is felt that concrete programmes would be in hand by around the end of April, 1973 so that the programmes could be taken up for implementation at the earliest

CBI Report on Song and Drama Division

4151 SHRI SHASHI BHUSHAN
SHRI JYOTIRMOY BOSU

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Central Bureau of Investigation has completed investigation into the affairs of the Song and Drama Division and submitted its report to Government,

(b) if so, the main points contained in the report and the action taken or proposed to be taken in this regard, and

(c) if not, the further time likely to be taken by the CBI in completing the investigations?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) No, Sir CBI is looking into certain complaints against individual officers of the Song and Drama Division

(b) Does not arise

(c) The CBI are doing their best to complete the investigations as early as possible

Promotion to Cadre of Head Clerk in P.M G's Office, Punjab Circle, Ambala

4152. SHRI R. V. BADE: Will the Minister of COMMUNICATIONS be pleased to state

(a) whether some promotions to the cadre of Head Clerks have recently been made in the office of the Postmaster General, Punjab Circle, Ambala and none of the officials promoted belong to SC/ST,

(b) whether the orders contained in memo No 27/2/71-East (Sct), dated 27-11-1972 issued by the Government of India Cabinet Secretariat Department of Personnel New Delhi regarding reservation for Scheduled Castes and Scheduled Tribes in matter of promotions have been violated, and

(c) if so the steps Government proposed to take in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI H N BAHUGUNA) (a) Yes, Sir

(b) No The said orders came into effect only from 27-11-1972 and apply to select lists drawn up only after that date whereas officials promoted in Punjab Circle had been approved prior to that date

(c) Does not arise

Stationing of C R P in West Bengal

4153 SHRI TRIDIB CHAUDHURI Will the Minister of HOME AFFAIRS be pleased to state

(a) whether, as reportedly stated in Calcutta on the 9th February, 1973 by the Chief Minister of West Bengal, that the Union Government has asked to send back some units of the Central Reserve Police from West Bengal in view of the improvement of law and order situation

(b) if so, what has been response of the Government of West Bengal to this requests of the Union Government; and

(c) the total number of Central Reserve Police companies stationed in West Bengal since 1971 and how many of these would be withdrawn?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI P. H MOHSIN) (a) Yes, Sir.

(b) Reply of the State Government is still awaited.

(c) Out of 70 C.R.P. coys, deployed in West Bengal in the beginning of 1971, 24 coys, have been withdrawn leaving a balance of 46 coys at present.

Post Offices, C Os and PCOs Sanctioned on Rent and Guarantee Basis in Himachal Pradesh

4154 PROF NARAIN CHAND PARASHAR Will the Minister of COMMUNICATIONS be pleased to state

(a) the names of the places (alongthe Tehsils and Districts in which they fall) for which the rent and guarantee terms had been quoted by the Posts and Telegraphs authorities to the State Government of Himachal Pradesh in the calendar year 1970 for the setting up of Post Offices, Combined Offices and Public Call Offices,

(b) the names of such places (with the Tehsils and Dirtrict in which they fall) for which rent and guarantee terms have been accepted by the State Government alongwith the dates on which they have been accepted during the year; and

(c) the names of the places where Post Offices, Combined Offices and Public Call Offices sanctioned on rent and guarantee basis have since been opened and the dates on which they have been opened?

THE MINISTER OF COMMUNICATIONS (SHRI H. N. BAHUGUNA): (a) Post Offices—Nil. Public Call Office-*cum*-Combined Office—Naina Devi (Tehsil and District Bilaspur).

(b) Post Offices—Nil. P C Os and C.Os—Naina Devi (Tehsil and District Bilaspur). Rent and guarantee terms were accepted on 16-5-1972.

(c) Nil. However, the work for opening a P C O *cum* Combined Office at Naina Devi is in progress

Steps to Resolve Deadlock in the National Council of Joint Consultative Machinery

4155 SHRI S M BANERJEE Will the PRIME MINISTER be pleased to state

(a) the further steps taken to resolve the deadlock in the National Council of Joint Consultative Machinery,

(b) whether this matter has been taken up with the Department of Personnel and

(c) if so, with what results?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND IN THE DEPARTMENT OF PERSONNEL (SHRI RAM NIWAS MIRDHA) (a) to (c) On a suggestion made by the Secretary of the Staff Side of the National Council, in his letter of 17th November, 1972 for arranging a meeting between the Chairman of the National Council (Cabinet Secretary) and the Standing Committee of the Staff Side a meeting was fixed for the 7th December, 1972 It was, however, intimated by the Secretary of the Staff Side on the 7th December, that some of the members of the Standing Committee were far away from Delhi and it would not be possible for them to attend the meeting He however desired that, in the meantime, Government's decision on the issues which created a deadlock in the meeting of the National Council on the 29th July, 1972 be communicated to him The Chairman in his letter of 8th December, 1972 informed the Secretary of the Staff Side that a meeting for discussing the outstanding matters could

be held on some date in the near future on which it might be possible for the outstation members of the Standing Committee, too, to be present. The Chairman, however, desired that some tentative dates might be suggested by the Secretary of the Staff Side so that a meeting could be arranged accordingly. No reply to this letter has been received from the Secretary of the Staff Side so far Appropriate action would be taken as soon as the Staff Side intimate a few convenient dates on one of which the meeting could be called to discuss the outstanding matters.

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12 00 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

UNDERGROUND EXPLOSIONS IN JITPUR COAL MINES NEAR DHANBAD RESULTING IN THE DEATH OF ABOUT 50 WORKERS

DR. RANEN SEN (Barasat): Sir, I call the attention of the Minister of Steel and Mines to the following matter of urgent public importance and request that he may make a statement thereon:

> "The reported underground explosions in the Jitpur coal mines near Dhanbad resulting in the death of about 50 workers and injuries to several others."

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMAGALAM): Mr. Speaker, Sir it is with great sorrow

SHRI PILOO MODY (Godhra): Is he reading his letter of resignation or what?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM): It is with great sorrow that I have to inform the House of a major accident at Noonudih-Jitpur colliery of M/s. Indian Iron and Steel Co. Ltd., now under management of Government of India, on March 18, 1973, at about 20.00 hours which has resulted in the loss of life to 47 workers and injuries to about another 20.

Noonudih-Jitpur colliery of M/s. Indian Iron and Steel Co. Ltd., is situated in the district of Dhanbad in Bihar. It is about 14½ kms. from Dhanbad. The management of this company (comprising *inter alia* of the coal mines) was taken over by the Government of India in July, 1972

The mine is worked in three shifts commencing at 08.00, 16.00 and 24.00 hours and Sunday is the rest day at the mine. However, maintenance work and other special works are carried out on Sundays

The accident occurred in the second shift of Sunday the 18th March, 1973 at about 20 00 hours Underground works relating to maintenance, repair and stowing etc, were going on during this shift. 102 persons were working in this shift The accident occurred in the working in Seam No 14 of the mine situated at a depth of about 450 metres.

Information about the accident reached the Director-General of Mines Safety, Dhanbad, at 20 80 hours. The Deputy Director-General of Mines Safety, immediately proceeded to the place of accident accompanied by the Director of Mines Safety, (Northern Zone) and other officers of the Directorate-General of Mines Safety. Rescue teams from the Dhanbad Mines Rescue Station were also immediately rushed to the mine and the first rescue team went down the mine by 21.30 hours. This rescue work was continued round the clock and by 8 00 A.M. of March 20, 1973, 47 dead bodies were recovered. 13 of the persons rescued were admitted in the colliery hospital, Tata's hospital and Central Hospital of Coal Mines welfare Organisation for medical observation and treatment.

The accident is being enquired into by the Director of Mines Safety Northern zone, Dhanbad, under whose

jurisdiction the mine falls He is assisted by other officers of the Directorate

From evidence so far available the accident would appear to have been caused by an explosion of inflammable gas but the actual cause of ignition is under investigation

The mine employs about 2,700 persons and raises about 35000 tonnes of coal per month Production is likely to be partially restored in two or three days in most seams, and in seam 14 as soon as the rescue and recovery operations are completed The damage to machinery and other equipment has yet to be assessed.

Management have made an initial *ex gratia* payment of Rs 500 per family of deceased workers, and full compensation under the law will be paid In addition it is proposed to provide employment wherever possible for one person from the family of each deceased worker so as to alleviate the sufferings of those deprived of their principal wage earners

Along with Shri K V Raghunatha Reddy, Minister of Labour Shri M A Wadud Khan, Chairman of the Steel Authority of India Limited, and Shri Arabinda Ray, Custodian of Indian Iron and Steel Co Ltd, I visited the mine on 20 3 1973 and met the concerned officials of the Department of Mines Safety the manager and other senior officers of the mine as well as the leaders of different trade unions Shri Reddy and I also went underground to seam No 14 of the mine and some of the galleries affected by the explosion were inspected by us

Meanwhile the management of the Indian Iron and Steel Co Ltd have informed Government that Shri R K Chowdhury, who was acting as the Manager of the mine at the time of the accident, is being suspended from service

The accident is clearly a major one that has led to heavy loss of life Government has therefore decided to appoint under Section 24 of the Mines Act a Court of Enquiry to investigate the causes of the accident and fix responsibility The court will be assisted by technical and specialist assessors.

I would like to express on behalf of Government my deep sympathy for the families of those who lost their lives in this most unfortunate accident and to state that the Prime Minister has asked me to inform the House that a grant of Rs 1000 to each affected family is being made from the Prime Minister's Relief Fund

DR RANEN SEN Sir, this is another incident which shows how our mines are run Certain newspaper report from Calcutta, the *Hindustan Standard* and the *Amrit Bazar Patrika* have given the figure of deaths at 47 and 50 It is now known that out of 102 persons, 50 persons were lucky enough to come out earlier and the rest were trapped in the gas or inside Anyway, there will be no difficulty in finding out the actual number of deaths Secondly, such accidents also go to show that our mines are not properly looked after It must be known to the hon Minister that it is a gassy mine and, if it was known to the Minister, does he know that the Director-General of Mines (Safety) who has started the inquiry and his Department never looked into these mines, not only the IISCO mines but other mines also? No regular inspections are made So many of these mines are gassy and this particular one was also a gassy one It was a highly mechanized colliery, according to the government report So there was no dearth of fund to spend on this mine to remove the gasses My first question is whether the Government has made any assessment of the role and activities of the Mines Safety Organisation Secondly, is it known to the Minister that industrial regulations in that particular mine were not good and one Mr. Luthra has been

[Dr. Ranen Sen]

mostly responsible for these bad industrial relations in that particular mine? Thirdly, I want to know how far these reports are correct—what has appeared in all the newspapers, the reports given by PTI and UNI, and specially in *Amrit Bazar Patrika* and *Hindustan Standard*; I will quote a few of these things:

> "The reports attributed the explosion to a possible concentration of gas in the mine caused by the stoppage of mines ventilation fan...."

102 persons were sent underground which was a gassy one, and all the fans were stopped; This is a criminal negligence on the part of the management.

It is also reported by the newspapers that it is a practice, or it is under the Act, that the Assistant Manager must be present when the maintenance is done, and before that, the Assistant Manager will have to go into the condition of the mines and all that. The Assistant Manager was not present when these unfortunate people were sent underground. This is the newspaper report, to know how far these things are correct. I put this question because both the Ministers, Shri Mohan Kumaramangalam and Shri Raghunatha Reddy, went there and made some preliminary enquiries as is quite evident from the statement that the hon. Minister has made that he met the officers concerned and all that.

Further, a very astonishing report has appeared in the newspapers, in the two Calcutta newspapers because they sent special messengers from Calcutta. The report is that oxygen cylinders were rushed from the mines rescue station situated at Sitaranpur, a distance of about 50 miles. I am really astonished. If this is a fact, then the whole Mines Department, lock, stock and barrel, should be dismissed and punished. After all an incident takes place in Bihar which is 15 kilometres from Dhanbad, and oxygen cylinders are brought from Sitaranpur, 50 or even 60 miles away! This is the newspaper report. We are very much perturbed. That is why the trade union leaders—one of them is Mr. R. N. Sharma—and all the trade union organisations called it a callous and deliberate negligence on the part of the management. I want to remind the Minister of the speech he made the other day in connection with the Take-over of the Mines Bill where he said that there should be no blanket denunciation of the management and all that. I said there should be no blanket approbation as was done by Mr. Kumaramangalam the other day.

Therefore, I want to know whether it is sufficient, whether the Minister considers it sufficient to hold an inquiry or to set up a court of inquiry by the same persons who are responsible for this thing. The Director-General of Mines Safety—the Calcutta newspaper has pointed an accusing finger at this person. It is no good shrugging your shoulders, Mr. Mohan Kumaramangalam. I am putting this question, a serious question. There has been loss of life of fifty persons. I do not know what will be the ultimate death toll. Therefore, I want to know whether, apart from the court of inquiry run by the Director-General of Mines Safety, because an accusing finger has been pointed at all of them, the Government consider setting up a separate court of inquiry and whether the Minister is thinking on those lines and whether in that court of inquiry, representatives of the trade unions, at least one each from the two trade unions that exist there *viz.*, the INTUC and the AITUC, will be taken.

Then, not only the suspension of Mr. Chowdhury, will do, some other top managing officers also have to be suspended, because in the report of the Calcutta newsapers, again an accusing finger had been pointed at certain Chief Engineers of that particular mine and other Assistants. Therefore, I want to know whether, in order to have an impartial, complete and a thorough inquiry, without fear of any

interference from any quarter, the Government and the Minister think of removing or suspending the top management so that a proper inquiry can be held.

Last point—why is there this delay on the part of the Government to declare adequate compensation to the families of the dead?

SHRI S. MOHAN KUMARAMANGALAM: The hon. Member made certain statements regarding the conduct of the Director General of Mines Safety. I do not want to enter into a detailed argument on that point because the hon. Member is under a certain misconception regarding the character of the court of inquiry. If he had read the statement which I made, with a little care, he would have noticed that I had mentioned two things. One is that the accident is being inquired into by the Director of Mines Safety and secondly, that the Government intend to appoint under Sec. 24 of the Mines Act a court of inquiry. It is the duty of the Director-General of Mines Safety to inquire into any accident which is more of the character of a departmental inquiry. That has nothing to do with a court of inquiry appointed under Sec. 24 of the Mines Act which is an independent court of inquiry in which the Director of Mines Safety naturally will not be represented and which will not be in any way influenced by the Director-General of Mines Safety.

It will naturally be the duty of that court of inquiry to apportion responsibility in relation to all those who are connected with the proper working of the mine and whose responsibility it was to see that it was properly worked. So I do not think the hon. Member and the House need have any apprehensions that the inquiry that is conducted into the causes of the accident and to fix the responsibility will be conducted in a non impartial manner and will be subject to outside influences.

Secondly, the hon. Member made a statement—the allegation as I understood it—is that the Director-General of Mines Safety—I think I am quoting him correctly—"never looked into these mines". I think, these are the expressions he used.... *(Interruptions)* I am afraid, I do not want to go into the matter. The Court of Inquiry will examine all the details of the working of the Director-General of Mines Safety in so far as it is concerned with the working of this mine. To my knowledge, as late as 22nd February and 13th March 1973, the Director-General of Mines Safety wrote to the mine regarding certain defects that were found there.

So it is not correct to say that they never looked into the mines. On the point whether they fulfilled their responsibility in the manner in which they should have done it, I think, it is not proper for me to enter into that controversy because there is the court of enquiry which will go into these matters and give its finding.

Regarding his other point, I would like to tell him that the mine safety organisation in this area has been paying substantial attention for the provision of safety with which it is charged. About the other matters certainly we should await the finding of the court of enquiry.

Regarding industrial relations, I had a discussion with the trade union leaders yesterday at the mines and they did not raise this point about bad industrial relations. I had a talk with them, including the representatives of the union with which the hon. Member is associated.

He asked whether the concentration of gas which led to the explosion was not due to the stoppage of mine ventilation, etc. No doubt this has been reported in the Press. When I was in Dhanbad I heard about this. But again this is clearly something which falls within the sphere of the court of en-

[Shri S. Mohan Kumaramangalam]

quiry to determine. It is not proper for me to anticipate their finding.

About the after-effects, proper steps have been taken to clean up atmosphere in the mines, to see that ventilation is proper and gas is removed. The fact that I and the Labour Minister went there and visited the scene of accident and have come here to stand before you is sufficient guarantee that things would be safer now. We have not yet started working in seam No. 14 and will not do so until we are sure that everything is safe there. So, that is taking some time.

The hon. Member charged some officers with criminal negligence and he said that the Assistant Manager who should have been present was not present. He made certain other statements of that nature. These are matters which also fall within the sphere of the court of enquiry. Indian Iron and Steel Company has taken action against the person who was directly in charge of the mine on that day. Regarding other officers, I am sure this will also be examined, and whatever action is called for, for the safety and proper working and proper conduct of the mines, will be taken.

He said that the oxygen rescue cylinder came from 56 miles away. I would like to inform him that this oxygen rescue cylinder was obtained from Dhansar rescue station at Jharia, about 4 miles away, and not 56 miles away as he has stated. There should be no blanket approbation of officers whether in the public sector or private sector or any other sector. Whenever there is a mistake we should condemn them. but blanket disapprobation is also to be avoided. Hon. Members will appreciate that we have not finalised the composition of the Court of Enquiry and we will finalise it in a day or so, and the point made by the hon. Member about association of trade union and other interests will be considered. We hope that we will get the cooperation of everybody, as undoubtedly we did, when we were in Dhanbad yesterday.

DR. RANEN SEN: I had also raised the point about compensation. Why is there delay in announcing the compensation to the bereaved families? Secondly, it was stated that the fans had stopped for 8 hours. Will that also be inquired into by the Court of Enquiry? He must have gone there and made a preliminary enquiry—whether it was a gaseous mine or not. If an inspection was made by the Mine Safety Organisation they would have submitted the report to the Director-General, Mines Safety Organisation. What is his suggestion?

SHRI S. MOHAN KUMARAMANGALAM: So far as the delay in payment of compensation is concerned, I think, the hon. Member will appreciate that the accident took place on the night of Sunday and the whole of Monday was involved in rescue operations. A grant of Rs. 500 was made immediately. We were still bringing the things under control yesterday. I do not think we have been slow in this regard. So far as the allegations that the fans had stopped is concerned, no doubt, I did investigate. I looked into the record. But I do not think anything is gained by committing myself to any statement. I am not an enquiry officer. I do not think it helps. Action has been taken against the officer who is responsible—acting Manager and in charge of the mines and he has been suspended. That was done on the basis of evidence before us.

The Director of Mines Safety as well as the Deputy Director General were at the mine immediately after the accident and they have been taking the necessary precautions and drawing the necessary lessons from whatever material that was available to them, and I do not think it will be proper for me to enter into a controversy even in relation to what I think to be a fact, because it may not be found to be so after detailed investigations. If it is a question of my coming to a particular conclusion which requires action on my part, I think I have already arrived at those conclusions.

About my meeting the Director General of Safety Mines I may tell the hon Member that the Director General is on leave but we met the Deputy Director General who was at the mine and in charge of the rescue operations directly

SHRI BHOGENDRA JHA (Jainagar) This is a tragedy and has followed another incident some weeks ago That was a firing incident when some workers were shot dead in the nearby Hazaribagh district Now that has been followed by this ghastly accident On that occasion also the Minister told this House that the contractor and the previous owner were also responsible in creating the background of the trouble, in organising the trouble for that firing We had warned on that occasion that after the takeover of the collieries the former owners were not going to take it lying down and were conspiring in various ways to organise sabotage We had also alleged—though it was repudiated by the Minister then—that many officers have been in league with, rather some have been in double payment of the private owners and they may not lag behind in sabotaging this public sector, thus giving another handle to those who say openly that the public sector has failed Soon after that, we are faced with this disaster

Accidents may take place But here the accident has taken place right under the nose of the headquarters of the Director General of Mines Safety for the whole country, situated at Dhanbad at a distance of about 9 miles from the site of the accident At that point of time, the Director General is on leave, the Manager is not there, someone acting is there, the day is not a normal working day, it is a Sunday. Some defects had been reported earlier No action seems to have been taken on that basis The person who happened to be acting as Manager on that particular day has been suspended It is not known—and the Minister will make it clear here—who was in charge of the management since that day when the defect was found out and reported and whether those persons responsible in the management since that day have been or are going to be suspended

Here the Minister has stated that nothing will serve by holding an opinion at this point He is leaving other things for the court of inquiry But the particular point here is that according to us the management the top ones in the management there and in the office of the Director General at Dhanbad are responsible for this tragedy

The Minister seems to be offended when it is said that this is criminal If murder is not a crime what else can be called a crime? He can say it is not wilful But at least it is criminal neglect That cannot be denied If he begins to believe in certain things, he can say it was ordained it was destined to happen it could not be prevented by human effort Otherwise some neglect was responsible for this and that neglect seems to be a criminal neglect

The Director General's office is inquiring into the matter Our apprehension is that evidences will be interfered with so that nothing will remain for the court of inquiry to be gone into and the Directorate of Mines Safety and the top management will go scot-free Some minor fry may be penalised for this That is the pertinent point Hence the demand for summary dismissal of the top officers in the Directorate General and in the management Or at least they should be removed from the scene They should not be there If the Minister says everything has to be enquired into by the court of enquiry, what is the necessity of the officers going there who are responsible for this crime and this ghastly disaster? They must not be allowed to enter the mines Let the court of enquiry investigate Because our information is this He says do

[Shri Bhogendra Jha]

not make sweeping remarks against the officers. On that day also he was very much offended, but in view of this ghastly murder on a large scale, does he want us and the House to wait for the murder of thousands of other persons and then to announce to the country and the world at large that the whole public sector has failed and only the previous owners would have to run them? Does he want the country to know like that, and then keep quiet just now. So, I say that the criminals who are responsible for this tragedy are enquiring into it and they are sitting at the helm of affairs. (*Interruption*) So, nothing will remain for the court of enquiry to be enquired into. This is the risk, and from the statement of the Minister it is clear.

MR. SPEAKER: Ask your question.

SHRI BHOGENDRA JHA: It is at a distance of nine miles from Dhanbad, and the accident took place at 8 p.m. Telephone connection is available and it is a fine road. But the rescue party reached the place after a lapse of one hour and 30 minutes. In such cases, the early arrival of the rescue team and the oxygen gas might have saved the lives of a few So, this delay is a conscious one and the Mines Safety Department was not very prompt.

Then, again with regard to the stopping of fans, my hon. friend Dr. Ranen Sen made this point, and I think the Minister has tried to evade this point. He has not said whether he knows it or not. He can say he has no information.

MR. SPEAKER: Put your question please.

SHRI BHOGENDRA JHA: This is my question. I want to know whether he has got any information. Or, if he has got any information, whether he wants to withhold it from the House; whether the fans were stopped or not; whether they were functioning at the time of the accident or not. Because, this a very pertinent point. Also, we want to know whether there is any conspiracy of sabotage behind it or not; whether this aspect also will be enquired into or not; whether it will be referred to the court of enquiry or not, so that the country may be saved from a chain of such accidents or incidents.

Thirdly, the question is whether any delay in the formal nationalisation of the IISCO is also partly reasonable for this, whether the previous management were hoping that if the Government take-over of the mines proves a failure, then again IISCO will be handed over to the previous owners. This point also must be clarified by the Minister. I want to know whether the Government has got this point in mind or not; and whether the top officers of the Directorate of Mines Safety and in the management who were in charge of the mines not only on that day but from before are going to be removed and suspended during the course of this enquiry.

Then, I want to know whether in the court of enquiry, representatives of the trade unions who are in a little distance from the mines are to be formally included in the court of enquiry or not. It is no question of suggestion and co-operation The demand is whether in the court of enquiry itself, the representatives of those trade unions who are in a short distance from the mines, are to be formally included or not.

MR. SPEAKER: We have made this a debating hour. We have decided that not more than 45 minutes would be taken; but only two Members have taken 45 minutes among themselves.

SHRI S. MOHAN KUMARAMANGALAM: Firstly, regarding the Director-General, he is on leave because he has had a heart attack and I think people are permitted to be on leave on that ground. Therefore, the Deputy

Director-General who is the next seniormost officer arrived on the scene. If one has to give the exact time, information was received at 8.30 p.m. and gathering together all the people and necessary equipment, the rescue teams of the Directorate General of mines safety reached there at 9.15 p.m. and the first rescue party went down the mines by about 9.30 p.m. Speaking for myself, I think it is not unreasonable in view of the distances involved. The hon. Member is entitled to have whatever opinion he wants....(*Interruptions*).

The hon. Member has talked very strongly of the officers in the Directorate General of mines safety and I had already given my views in reply to the points raised by Dr. Ranen Sen. Inspection had been made even as late as the 13th March and certain inadequacies had already been brought to the attention of the management but one cannot now say that it was possible for the Directorate-General of mines safety to have acted in such manner as to have prevented this accident, because first of all one has to identify the reason for the accident and then fix responsibility on persons responsible From whatever investigations of a *prima facie* character that I and the Minister of Labour were able to make yesterday, it does not appear to us—I say so with every caution—that the Directorate General of mines safety were involved. But it is quite impossible for me to give any finding on that score; it can only be done by the court of enquiry when they examine all the records. To the very limited extent to which the hon. Minister and I were able to examine the material there, it does not look as if they had made any default in their statutory duties. But again, I would not like to get into this controversy but unfortunately I had been dragged into it and I can only say that a final decision can come after an enquiry when all the available material is examined with the care, which I am sure, the court of enquiry will take.

The hon. Member was apprehensive that evidence would be interfered with. I am frankly surprised to hear that allegation from him because none of the trade union leaders with whom I had long discussions yesterday for nearly an hour, made this allegation and none of them asked that action should be taken to remove the records from the possession of the Directorate General of mines safety, who are not merely entitled but who have a duty under the Act to have possession of the records for this purpose. I myself looked at the records taken only from the Directorate..... ..(*Interruptions*). This is not an enquiry under section 24 and on the basis of the discussions that I had there, I do not think there was any ground for me or for the hon. Labour Minister to decide to take the records away from the authority to whom the statute entrusts the custody of those records, and to hand them over to somebody else. No allegation of this character was made yesterday. I have no doubt that all this evidence will be properly preserved and looked into by the court of inquiry when appointed.

About stoppage of fans, that allegation has been made. There is material there and I am sure the court will give a finding. But I do not think it advances the case for me to commit myself to any position as to what exactly happened and how it happened, because there is a certain controversy about it. I may have my own view on it, but I do not see how it helps in any way to come to a conclusion except to the extent that I had to come to a conclusion regarding what may be called the individual responsibility of anybody and whatever action should be taken against him.

He has been eloquent about the conspiracy of saboteurs. Up till now no material has come to the possession of government to say that there was any conspiracy. But undoubtedly if such a conspiracy did exist, will be located and identified by the court of inquiry

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and we shall get a finding on that question.

About the suspension of top officers of the Director-General of Mmes Safety, I do not think at present the question arises because no material has been given to us of any description which will show that they had defaulted in the performance of their duties under the Act. As I said, what will be the final decision of the court of inquiry, I am not one to anticipate. My only duty yesterday was to satisfy myself in relation to whatever material was immediately available to me and on that basis, it is not possible for me to say that any one of the officers of the Director-General of Mines Safety was responsible for default in the performance of his duties and therefore contributed to this particular incident.

The hon. member feels that delay in formal nationalisation is partly responsible. I am afraid I have to disagree with him because certainly the conduct of the management of IISCO is today entirely under Government supervision and therefore to the extent mistakes are being committed, I myself as the minister in charge must take the responsibility. I do not think if formal nationalisation had been put through, there would have been any change from the position as it stands today.

SHRI BHOGENDRA JHA: What about the composition of the court of inquiry?

SHRI S. MOHAN KUMARAMANGALAM: Section 24 states:

> "Government may, if it is of opinion that a formal inquiry be held, appoint a competent person to hold such an inquiry.. ."

It envisages an individual person being appointed as the court. We can appoint one or more persons possessing legal or special knowledge to act as assessor or assessors for holding the inquiry. In composing the court, we intend to do what is proper and necessary in the circumstances of the case.

SHRI PRIYA RANJAN DAS MUNSHI (Calcutta South): The statement clearly shows that directly or indirectly the management was responsible partly for the disaster because the acting manager on that day has been suspended. Since independence till the taking over the mines, whether it is the fault of the Government or the management, we have not yet been able to assure the labour in coal mining areas of their safety by taking suitable precautionary measures. If we take the report of the Labour Manual, the minister in his wisdom will admit that we have totally failed in this regard. The report shows that during the period 1964—70, in spite of modernisation of safety measures, importing more equipments and putting additional Deputy or Assistant Director-Generals on mine safety work, the rate of accidents had increased. In 1969 the number of casualties was 232, in 1970 it was 212 and in 1971 it was 231

I know that the coal-mines were in the habit of exploiting the working class, without paying any attention to the safety measures of the working class. I am sure the radical Minister will admit that even after the taking over of these mines by the Government, the officials are adopting the same pattern of attitude towards the workers as the management showed prior to take over of these mines. Since the Minister has visited the spot, I will ask him three questions.

It is mentioned in the statement that being a Sunday, it was not a working day and some people went inside the mine for maintenance and other repair work out of which 47 were killed. The statement clearly mentions the number of workers who went inside the mine and the number killed. But it is not clear from the statement as to how many of the workers who went underground Seam No. 14 on that day belonged to the maintenance department.

Secondly, I quite agree with the views of Shri Bhogendra Jha and Dr. Ranen Sen about the Court of Inquiry, if it is within the provisions of section 24 of the Mines Safety Act. May be, the Minister does not want to embarrass the Director-General, who is entitled to go before the Court of Inquiry. But, considering the past events and the present position, may I request the ideal Minister to think in terms of definitely changing the Mines Safety Act in such a manner that the representatives of the working class will get an opportunity to appear before the Court of Inquiry without the interference of the management?

Here I would like to know whether the scheme of workmen inspectors to inspect the mines on behalf of the workers has been implemented. It was a long-standing demand of the trade unions that there must be some inspectors on behalf of the working class to be provided by the management, now by the government after the take over. This is necessary because it is a fact that the high officials of the Directorate-General have made a lobby within themselves and the inspectors do not function independently. That is why the number of such accidents is increasing day by day. I want to know whether the hon. Minister has got any report to the effect that after the take over of the mines, the Director-General of Coal Mines Safety and other officials have gone and visited the mines. What is the exact position? I think after the take over of the mines the Director-General of Mines Safety has not yet submitted any report to the government. This shows that even after the take over, there is no improvement in the conditions of service, so ar as the safety aspect is concerned

Lastly, whenever there is any air crash, all the dependents of passengers get a good amount as compensation under some insurance scheme. But in the case of coal mine workers, they do not get even their legitimate provident fund money, what to speak of the medical and educational benefits. Will the progressive and dynamic Minister, who had been working for a long time in the working class movement, provide some such insurance scheme for the mine workers, so that their families can be provided for the future?

With these words, I would like to conclude by saying once again that the suggestions which I have made should not be taken in vague terms but in concrete terms. It will be better if he includes a representative from the working class in the Court of Inquiry to express their own views, before it.

SHRI S MOHAN KUMARAMANGALAM: With regard to the questions raised by the hon. Member, first of all, I would say that only maintenance people were underground on that day, no others. According to the books at present available, the figure is that 102 persons were underground, 55 came up and 47 died This is the actual position. Out of those who are in Hospitals, one person is seriously injured I hope, he will be able to survive. So far as the rest are concerned, they are not in danger any more

The hon Member must be aware that so far as the presentation of the case of workers before the Court of Inquiry is concerned, there is no problem. That has taken place even before the previous Courts of Inquiry. But regarding the question of membership, that cannot arise in terms of Section 24 as it stands. What we will try to do is to see that the workers get the maximum possibility of putting their case before the Court of Inquiry and of also helping the Court of Inquiry to come to a proper conclusion.

So far as the question of having inspectors from amongst workmen is

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concerned, we have not really discussed it in any depth. I am grateful to the hon. Member for bringing it to my notice. Certainly, the Minister of Labour and I will look into it and see whether any changes of this character that are possible can be made. I am not quite clear exactly how it should be put through. It is a question of trying to form an organisation and procedure. It is important that a safety organisation should command the confidence of the workers. Let us see how it is possible to organise something and change the present position, and to form an organisation which can really command the confidence of the workers.

Regarding the allegation of lobby of the highest officials, I am afraid, I am not in any position to comment on that. It is true that mistakes might be committed by some of them. I am not here to defend them But I do say that so far as what has happened in the last three days is concerned, and on the basis of my personal investigation and that of the Minister of Labour in Dhanbad yesterday, when we went to the mine, not merely did we feel that the Directorate-General of Mines Safety had really done its best in a very difficult position, immediately after the major explosion, but this was also a statement made by the trade union people and other people to us Therefore, I am not speaking just for myself and just for the sake of defending them To get into the mine just immediately after a major explosion like this shows a certain amount of anxiety on their part to try to do whatever is possible. The persons who work round the clock, for 24 hours, for 36 hours, exerting themselves to the utmost have also to be given a little credit If they have made mistakes and they are found guilty, action will be taken against them. But those who work hard deserve the approbation, not merely of the Government but of this House also.

Then, the hon. Member raised a question about proper protection so far as workers are concerned who have to work under such dangerous conditions, and suggested that there should be a type of insurance scheme which will see that the compensation is much greater than what it is today. I am grateful to him for the suggestions and, certainly, we will examine it.

MR. SPEAKER: Shri Yamuna Prasad Mandal—absent;

Shri Mukhtiar Singh Malik—absent.

13.00 hrs.

RE ABSENCE FROM THE HOUSE OF THE MINISTER OF FINANCE

MR. SPEAKER: Now, papers to be laid on the Table....

SHRI S. M. BANERJEE (Kanpur): The working journalists are on strike; there has been no newspaper today. The Minister should make a statement. (*Interruptions*).

MR. SPEAKER. I am told, the Minister will make a statement during the day.

SHRI H. N. MUKERJEE (Calcutta-North-East): Mr. Speaker I had asked for your permission, and you were very kindly disposed to give it to me, to raise a matter in relation to the absence from the House of the Minister of Finance. What has happened is very, very extraordinary. This is the height of the Budget Session, and the Minister of Finance chooses to go out of the country for a period of nearly three weeks. It may be that the presence of the Minister of Finance at some international meeting in the United States is quite important. I can appreciate the fact of the Finance Minister having to go just in order to add some im-

portance to the proceedings, as far as he is concerned. But, for him to be away for a technical conference of a very very peculiar, financial nature where most of the job would be done by his advisers in the Ministry, for him to be absent from the House in the height of the Budget Session for three weeks is almost tantamount to contempt of the House. Yesterday the Minister for Parliamentary Affairs told me that I should not raise it yesterday because he had not left the country, but I find that the bird has flown, he left last night. I am told. he gave you a letter. I have seen a copy through the courtesy of the Minister of Parliamentary Affairs; I have seen a copy of the lettter and I am costrained to have to observe that there is not a word of apology or sorrow that he is not here. He merely intimates to you from high up in his stand that he just chooses to be out of the country during the height of the Budget Session.

I remember, in the first Parliament, Mr Deshmukh, when he was the Finance Minister—Mr. Jagjiwan Ram, Mr. Nanda and Mr. Tiwary were there, they would remember—throughout the Session. even when the Demands for Grants were discussed of any Ministry, not only Finance Ministry, would be present most of the time. That was the kind of norm laid down in the House in the time of Mr. Mavalankar when he was Speaker, and certain Ministers who functioned in those days. Now I find, these Ministers go out of the House for a three-week so journ in the United States in the height of the Budget Session, and they do not even have the decency to express a sense of sorrow to you, Sir. I do not know whether it is a matter of breeding or a question of arrogance which is seen in the Ministers these days. But I take a very serious objection to this kind of behaviour on the part of the Minister concerned. I wish the Prime Minister was here. As Leader of the House, she has to uphold the dignity of the House, which she does not choose to do, for whatever reason I do not know. Therefore, I have brought this to your attention and to the attention of my colleagues. I am sorry to have to say that most of the leaders of parties are also absent; I do not know, it might be an accident. That is also a matter which perturbs me. Nobody cares about the dignity of the House, nobody cares about the decorum of the House, nobody cares about efficient performance of national duties by the House. Everybody is concerned about sensationalism and how to put some sort of a curb on it. That is why, I want the very special attention of yourself, in particular, to be drawn to the absence of the Finance Minister.

SHRI P. G. MAVALANKAR (Ahmedabad): I entirely endorse what my hon. friend has said.

SHRI SHYAMNANDAN MISHRA (Begusarai): In such cases, a practice should be laid down that the Minister must seek the permission of the House before he leaves the country, especially in the Budget Session. (*Interruptions*).

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): In the first instance, I would like to submit that the Finance Minister is no less anxious than any of us that the dignity and decorum of the House should be maintained. I would like to assure Shri H N. Mukerjee and all my hon. friends about it. I understand that he has written to you, Sir, explaining the extraordinary circumstances which have compelled him to go First of all, I would like to clear one misconception. He is not out for three weeks. He is out only till the 30th of this month. He has explained in his letter to you that he is going there to attend Committee 20 of the International Monetary Fund meeting and also the meeting of Group 24. He has further explained that important

[Shri K. Raghu Ramaiah]

issues relating to the international monetary situation will come up In the present international moneary situation, the House will appreciate that it is not enough that an officer goes but that a Minister must be there to take the highest responsibility for the discussions and the conclusions arrived at there. Therefore, in a long sitting like this, you will appreciate and the House will appreciate that such conferences of the highest importance should be attended by our Ministers and not relegated to officers By 30th he will be back, and in view of the fact that he has already written to you, I hope he House will appreciate the situation

SHRI SHYAMNANDAN MISHRA: Why was the House not taken into confidence? Why did he not come up before the House to seek its permission Instead of writing to the Chair, he should have come up before the House

SHRI JYOTIRMOY BOSU (Diamond Harbour): Let the letter be circulated to Members We want to see what he has written.

श्री जगन्नाथ राव जोशी (गोंदिया) अध्यक्ष महोदय, आप ऐसा आदेश दें कि बम से हम यह गलत परम्परा आगे नहीं चलेगी।

SHRI JYOTIRMOY BOSU Sir, I have written to you under Rule 377

MR SPEAKER: I am not permitting you Rule 377 is not meant for that purpose You are completely misusing it (*Interruptions*)

MR SPEAKER: I have not allowed you It will not go on record. I have allowed only one member, and I called him.

(*Interruptions*)

MR. SPEAKER: No question of any deliberation. I am not allowing.

(*Interruptions*)

MR SPEAKER: Mr Bosu, I have not permitted you Please do not, do it everyday You are speaking without my permission.

Papers to be laid.

13.09 hrs.

PAPERS LAID ON THE TABLE

Detailed Demands for Grants of various Ministries/Departments

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K R GANESH): I beg to lay on the Table a copy each of the Detailed Demands for Grants (Hindi and English versions) of the following Ministries/Departments for 1973-74:—

(i) Ministry of Agriculture.

(ii) Ministry of Education and Social Welfare.

(iii) Ministry of Health and Family Planning.

(iv) Ministry of Heavy Industry.

(v) Ministry of Industrial Devedopment.

(vi) Ministry of Irrigation and Power.

(vii) Ministry of Petroleum and Chemicals.

(viii) Ministry of Tourism and Civil Aviation.

(ix) Department of Atomic Energy

[*Placed in library. See No* LT-4542/73].

13.8½ hrs.

MESSAGE FROM RAJYA SABHA SECRETARY: Sir, I have to report the following message received from the Secretary of Rajya Sabha:—

"In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (Vote on Account) Bill, 1973, which was passed by the Lok Sabha at its sitting held on the 14th March, 1973, and transmitted to the Rajya Sabha for its recommendation and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill"

13.09 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

Fifteenth Report

SHRI BUTA SINGH (Rupar): I beg to present the Fifteenth Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on the Ministry of Finance (Department of Revenue and Insurance)-Reservations for, and Employment of, Scheduled Castes and Scheduled Tribes in the Life Insurance Corporation of India and facilities/concessions provided to Scheduled Castes and Scheduled Tribes by the Life Insurance Corporation of India.

13.9½ hrs.

RE. DIFFICULTIES OF WEAVERS OF MADHUBANI, BIHAR

SHRI JAGANNATH MISHRA (Madhubani): There are more than 25 000 families of weavers in the district of Madhubani, Bihar and their only means of livelihood is weaving. They are landless and naturally, they are very poor and because of the sky-touching prices of the yarn and other raw materials, they are forced to remain unemployed so much so that they have grown disgusted and annoyed. They have been forced to leave their State and go to Bombay and elsewhere in search of jobs. They are just on the verge of starvation and I would therefore request Government to make a statement so that something concrete or solid is done to ameliorate their difficulties. Thank you

THE MINISTER OF COMMERCE (PROF. D P CHATTOPADHYAYA): We have already announced on the 9th of February before this honourable House about the policy to alleviate the sufferings and grievances of these persons, which were referred to by the hon Member. In the meanwhile, Sir rules and regulations have been framed and the State Governments also have been suitably instructed to see that the allotted yarn gets lifted up by them and delivered to the weavers concerned. We have, therefore, done our best. Sir, and it is now for the State Governments to do the needful.

13.13 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1973-74—*contd*

श्री साधू राम (फिल्लौर) रेलवे मिनिस्ट्री की डिमान्डज पर मैं कल बोल रहा था। तब मैंने कुछ बातों का जिक्र किया था। आज मैं शैडयूल्ड कास्ट और ट्राइबज की रिजर्वेशन के बारे में कुछ कहना चाहता हूं। उनके बारे में हमें बहुत सी कम्पलेंट्स मिलती है। मैं चाहता हूं कि रेलवे मिनिस्टर पेपर मंगाकर देखें कि ग्रेड 1, ग्रेड 2 और ग्रेड 3 में कितने ये लोग हैं? उनके साथ बहुत बेइंसाफी और डिसक्रिमिनेशन हो रहा है। उनकी सर्विस का कोई न कोई बहाना बनाकर टर्मिनेट कर दिया जाता है। मिनिस्टर साहब भी इस तरह की बातों की तरफ ध्यान नहीं

[श्री साधू राम]

देते है । वहां अफसरशाही चलती है । रेलवे के जो नौ जोन है उनको जिन लोगो ने देखा है और जिन्होंने जनरल मैनेजर्ज को मिलने और उनसे बात करने की कोशिश की है वे आपको बताएगे कि जनरल मैनेजर बात तक करने के लिए तैयार नही होते है। इस तरह का शासन डैमोक्रेसी में कोई पसन्द नही कर सकता है । गरीब लोगो के साथ इस तरह की बेइमाफी नही होनी चाहिए । अगर सर्विस मे जो है उनकी फिगर्ज मागी जाती है तो सफाई मजदूरो की तो फिगर्ज दे दी जाती है और उनका परसेंटेज बना दिया जाता है लेकिन ऊपर के ग्रेड के जो लोग है उनकी नही बताई जाती है । यह बहुत गलत बात है । आप इस पर ध्यान दे और इन लोगो के साथ हो रही बेइमाफी को आप दूर करे ।

जो डिसक्रिमिनेशन हो रहा है, इसको भी आप खत्म करे। देश मे गरीब लोगो ने , अपना कीमती वोट देकर हमको राज चलाने के लिए भेजा है। एमपीज मे से ही मिनिस्टर बनते है। हमको या मिनिस्टरो को आम जनता को भूल नही जाना चाहिए। सबकी बात को हमको सुनना चाहिए। जब कोई शिकायते होती है तो कहा जाता है कि जो अनरिकगनाइज्ड यूनियन है उनसे हम बात नही करेगे, उनकी हम बात नही सुनेगे। आपको आम लोगो की बात को सुनना चाहिए और यूनियन रिकगनाइज्ड हो या अनरिकगनाइज्ड अगर उन की बात मे वजन है तो उसको आपको सुनना चाहिए और उनसे बात करनी चाहिए और अगर उनकी तकलीफे ठीक हो तो उनको दूर करने की भी कोशिश आपको करनी चाहिए ।

रेलवे बोर्ड मे बहुत धाधली चल रही है । छोटे छोटे स्टेशनो पर सामान बेचने के लिए हैंडर्ज को रखा जाता है। दिल्ली रेलवे स्टेशन पर तो गवर्नमैंट का मैनेजमेन्ट है। वे बेचार कमिशन लेकर काम करते है। उनसे कई लोग हैं जो रिश्वत लेते हैं। यू सी एम डिपार्टमेन्ट के जो अफसर हैं वे लेते हैं, पुलिस वाले लेते है। उनके पास दो चार रुपये निकल आए तो उनको ससपैंड कर दिया जाता है। बहुत सी शिकायतें इस तरह की आती है। उनको हम रेलवे बोर्ड के पास लिखकर भेज देते हैं। उन कम्प्लेंट्स पर नीचे जो लिखकर दे दिया जाता है उसी पर दस्तखत करके रेलवे बोर्ड हमको भेज देता है। बहुत से केसिस मैंने इस तरह के देखे ।

मै यह भी चाहता हू कि रेलवे बोर्ड मे जो शेड्यूल्ड कास्ट और ट्राइबज के लोगो के साथ बेइसाफी हो रही है, वह भी दूर होनी चाहिए। उनको पापुलेशन के हिसाब से यहा पर रिप्रिजेंटेशन मिलना चाहिए। साथ ही साथ रेलवे पब्लिक सर्विस कमिशन मे भी उनको पापुलेशन के हिसाब से रिप्रिजेंटेशन मिलना चाहिए ।

खुदा गजे को नाखून न दे। जो लोग बडे बन जाते है, जो गरीबो के वोट से चुनकर आते है वे जब गरीबो का ख्याल करना बन्द कर देते है तो इसका नतीजा अच्छा नही होता है। कांग्रेस पार्टी के लोग भी जब बोर्ड को या रेलवे मिनिस्टर को पत्र लिखते है तो उस पर ध्यान नही दिया जाता है। ऐसा नही होना चाहिए । यह भी देखा गया है कि जो एक क्लर्क उन पत्रो का जवाब लिख कर देता है, उस पर दस्तखत करके भेज दिया जाता है। इससे तकलीफ होती है। मैं चाहता हू कि आप इन पत्रो पर अवश्य गौर फरमाया करे। जो लोग आपको गद्दी पर बिठाने वाले है, उनके साथ बेइसाफी हो या डिसक्रिमिनेशन हो तो शासन बहुत देर तक चल नहीं सकेगा। आखिर लोग रेवोल्यूशन और गवर्नमेन्ट को गिराने की कोशिश कर सकते है। मैं गवर्नमेन्ट के

खिलाफ नहीं हू । मेरी मन्शा सरकार का सिर्फ इधर ध्यान दिलाना है।

मैं यह भी चाहता हू कि जितनी शैड्यूल्ड कास्ट एड ट्राइबज की यूनियने बनी हुई है उनकी आप मदद करे, उनको आप रिकागनिशन दे, उनकी बात आप सुनें। आज ऐसा नही हो रहा है। इसके बारे मे मुझे शिकायते मिलती रहती है। रेलवे मे एक शैड्यूल्ड कास्ट एड शैड्यूल्ड ट्राइबज अपलिफेटमैंट यूनियन है। उसकी शिकायते मेरे पास बहुत बार आई है। उस यूनियन मे जो लोग शामिल होते है या आफिस बेअरर बनते है उनके खिलाफ कार्यवाही रेलवे बोर्ड करता है उनकी सर्विस को टर्मिनेट कर देता है, उनको रिवर्ट कर देता है उनके सर्च रिवेज लिय जाता है और इस तरफ भी ध्यान दे। यह लोग दूसरो की दया पर कितनी देर जिन्दा रहेगे। करोडों लोग यह समझते है कि कानूनी तौर पर उनको रिजर्वेशन मिलना चाहिये लेकिन उनका जो कोटा है वह कभी पूरा नही होता है वह पूरा होना चाहिये। चाहे रेलवे मिनिस्टर को या होम मिनिस्टर को लिखा जाए कोई परवाह नही करता है। यह कह दिया जाता है कि इस वेकेंसी पर उनमे से कोई आदमी नही मिल रहा है, उस क्वालिफिकेशन का नही मिल रहा है या जो शर्त है उनको वह पूरा नही करता है। वे एवायड करते है और रिजर्वेशन को पूरा नही करते है। किसी डिपार्टमेन्ट में भी नही किया जाता है। रेलवे मे भी पहली, दूसरी और तीसरी श्रेणी मे इनका कोटा बहुत कम है। मेरी प्रार्थना है कि इसको आप पूरा करे। चूकि आप ऐसा नहीं कर रहे है इस वास्ते आज इन लोगो मे बहुत गम व गुस्सा है। मैं यही चाहता हू कि इस महकमे मे कितने लोग इनके लगे है और कितने लगने बाकी है और जो कोटा है उसको आप पूरा करें। साथ ही जो डिसक्रिमिनेशन इस डिपार्टमेन्ट मे हो रहा है, उसके वास्ते एक आप सैल मुकर्रर करे। यह सैल पडताल करे कि कहा कहा पर बेइसाफी हो रही है। जो गरीब लोग बतौर वैडर्जके स्टेशनो पर काम करते है उनके मरने के बाद उनके बाल बच्चो को काम नही दिया जाता है और उनके बच्चे भूखे मारे फिरते है। इस तरह से भी बेरोजगारी एक किस्म से बढ़ती जा रही है। इस तरफ भी आपका ध्यान जाना चाहिए।

मैं आपसे आखिरी प्रार्थना यही करना चाहता हू कि इस डिपार्टमेन्ट को आप दुरुस्त करे तभी आप बधाई के हकदार होगे।

MR SPEAKER The statement by the Labour Minister on the subject of the working journalists' strike will be made at 5 O clock Immediately afterwards the Railway Minister will reply to the debate that is already going on

SHRI S M BANERJEE (Kanpur) Whichever is earlier.

MR SPEAKER First the Labour Minister will intervene to make his statement and then we will resume the railway budget debate on the demands for grants and the Minister will reply I hope it is all right

SOME HON MEMBERS Yes

श्री ओंकार लाल बेरवा (कोटा) अध्यक्ष महोदय, रेलवे डिपार्टमेन्ट के बारे मे मुझे यही कहना है कि वैसे तो मुझे 18 साल हो गये, अगर एक-एक मील लाइन भी हर साल बनती तो बूदी तक पहुच जाती। मुझे यह खास शिकायत है—13 साल बीत जाने के बाद भी 22 मील का यह टुकडा अभी तक नही बना, तो मेरा पार्लियामेन्ट में आना भी बेकार है। क्योकि हमारे रेलवे मत्री ने ऐसी-ऐसी जगह रेलवे बनाई हैं,

[श्री ओंकार लाल बेरवा]

जैसे गगा नगर से हिम्मत नगर जो बिलकुल घाटे में चल रही है, न मालूम किस दबाव में आकर बनाई—यह तो मत्री महोदय ही जानते होगे या इन का रेलवे बोर्ड जानता होगा । गुना-मक्षी लाइन चल रही है—करोड़ों रुपये का घाटा हो रहा है—साप-छछूदर जैसा खेल चल रहा है, खा जाय तो अन्धा और छोड दे तो कोढी । कभी कभी तो ऐसा लगता है कि इन्जिन आगे निकल जाता है और डिब्बे ही डिब्बे चलते रहते है । रेलवे बोर्ड भी शायद ऐसे ही चलता रहता है । मिनिस्टर वायदा करते है, फिर मुकर जाते है—यह समझ मे नही आता है ।

अभी अभी अकाल राहत को देखते हुए राजस्थान के अन्दर हर कोई मिनिस्टर कहता है कि भयकर अकाल है, 24 जिलो मे अकाल पडा है । इन की शर्तों को मानने के लिये हमारे चीफ मिनिस्टर ने कई दफा इन को लिखा —हम जमीन फ्री देगे लेबर का काम फ्री करवायेंगे, 20 लाख टन से 25 लाख टन माल ढो देंगे—लेकिन समझ मे नही आता, महाराष्ट्र मे चार लाइन निकाल दी, लेकिन राजस्थान में एक लाइन के लिये भी तैयार नही है—मेरी पहली शिकायत तो यह है ।

13·23 hrs.

[MR DEPUTY SPEAKER *in the Chair*]

अभी जैसा मेरे भाई ने कहा —आप इस बात को भी नोट कर ले—अभी हाल में 400 आदमी नये लिये गये है । मै चाहता हूं कि आप परसेन्टेज बतायें, अगर 10 आदमी भी शेडयूल्ड कास्ट के लिये गये हों तो आप बतला दें । मेरे यहा के रेलवे वर्कशाप में जो भरती हो रही है, उस में मनमानी चल रही है । हजारो रुपये का गबन आफिसर्ज कर रहे है, लेकिन कोई सुनवाई नहीं हो रही से डिब्बो के डिब्बे भर गये है, लेकिन कोई ध्यान नही दिया जाता है, अपनी मर्जी से सिलेक्शन कर रहे है ।

जब हम किसी काम को अपने हाथ मे लेते है तो उसे पूरा करना चाहिये मेरे यहा कोटा में वैगन रिपेअर शाप है, अगर यहा पर डिब्बे बनाना शुरू कर दे तो उससे फायदा हो सकता है, लेकिन वह काम आज तक पूरा नही हुआ, अधूरा पडा है। कोटे की प्रोडक्शन को देखते हुए, वहा के विकास को देखते हुए अगर वहा डिब्बे बनाना शुरू कर दे तो वहा का और ज्यादा विकास हो सकता है ।

बूंदी ऐसा एरिया है, जहा से सीमेन्ट फैक्टरी भी वापस आ गई । एक ग्लास फैक्टरी थी, वह भी बूंदी रोड पर आ गई । क्या वजह है कि उस को नेग्लेक्ट किया जा रहा है । राजस्थान मे चार ऐसे छोटे टुकडे है—जैसे झालवाड रोड से झालावाड 9 मील का टुकडा है, वह पक्का नही होता है, रेलवे लाइन नही निकलती है । अगर वहा रेलवे लाइन निकाल दी जाय तो झालावाड का विकास हो सकता है । सवाई माधोपुर से जयपुर मीटर गेज है, अगर उस को ब्राड-गेज बना दिया जाय तो उस से बहुत लाभ हो सकता है, वहा का विकास हो सकता है । डायरैक्ट गाडी जयपुर जा सकती है । अनाज के डिब्बे वहा पडे रहते है लेकिन दूसरे डिब्बो में लदान नही हो पाता, नतीजा यह होता है कि उधर के लोग भूख मरते है । रतलाम-इन्दौर व अजमेर मीटर गेज लाइन है उस को ब्राडगेज क्यो नही किया जाता ।

वैगनों के बारे में हम लोग चिल्लाते रहते हैं—कोटा में वैगनों की बहुत कमी है । पी० एच० वैगन्ज वहां पड़ी हुई हैं, जो 400 मील से कम दूरी के लिये चल सकती हैं.

लेकिन उन का उपयोग नहीं किया जाता है । सैकडो डिब्बे खडे रहते है, लेकिन चलाना नही चाहते है । 400 मील से कम दूरी के लिये चलाया जा सकता है, लेकिन सवाई माधोपुर तक भी नही भेजते हैं । इस लिये मैं आप से अनुरोध करता हू कि उन वैगन्ज को चलाइये ।

राजधानी एक्सप्रेस से एक आदमी पर 10 लाख 599 रुपये कुछ पैसे खर्च आता है—वह कैसे ? राजधानी एक्सप्रैस चलती है तो सारी गाडियो को डिटेन कर दिया जाता है । फ्रन्टीयर मेल से लेकर तमाम गाडियों को रोक दिया जाता है क्या कारण है कि एक गाडी के पीछे सब गाडियो को डिटन कर दिया जाय । राजधानी एक्सप्रेस क्या लेट नही होती थर्ड क्लास की गाडिया क्यो लेट होती है कोई पाच घट लेट है तो कोई सात घन्टे लेट है—क्या वजह है ? जो मर्गी अण्डा देती है, उस के लिये दाने भी नही है, थर्ड क्लास से उतनी आमदनी होती है जो फर्स्ट क्लास के नुकसान को पूरा करती है, लेकिन समझ मे नही आता कि राजधानी एक्सप्रेस क्यो सब गाडियो को डिटेन कर के आगे निकाली जाती है ?

कार्मशियल क्लर्कों का मामला ले लीजिये । रेलवे मे 48 हजार कार्मशियल क्लर्क है । उन की तरफ कोई ध्यान नही है, वे नान-एसेन्शल कैटेगरी मे है और जीवन-भर इस कैटेगरी मे पडे रहेगे । जब तक आप लदान और उतारने का ठेका अपने हाथ मे नही लेगे तब तक उन की जिम्मेदारी कम नही होगी । होता क्या है—माल उतारने वाले आदमी ठेकेदार के होते है, चढाने वाले आदमी ठेकेदार के होते है, कार्मशियल क्लर्क रेलवे का होता है । अगर कोई कप-प्लेट का बक्सा आया और मजदूर ने जमीन पर पटक दिया और वह टूट गया तो कर्मशियल क्लर्क के नाम लिख दिया जाता है—वह उसके लिये कैसे जिम्मेदार है । जिम्मेदारी तब हो सकती है जब दोनों का तालमेल हो । उधर आप ठेका दे देते है, इधर आप उस की जिम्मेदारी बतलाते है—यह कैसे हो सकता है । दोनो का तालमेल बैठाइये तब नुकसान नही होगा, वरना कर्मशियल क्लर्क जिम्मेदार नही है ।

गार्डों के लिये गाडियो से 80 डिब्बे लगाये जाते है, जबकि दूसरी साधारण गाडियो मे 18 डिब्बे लगाये जाते है । वे बेचारे बिमल दिया करते है, लालटेन दिखलाते है लेकिन काम नही चलता । मेरी समझ मे नही आता आप बैटरी क्यो नही देते ? पुराने जमाने की लालटेन दे रखी है, उस मे मोम-बत्ती भी हो या न हो— समझ मे नही आता आप ऐसा क्यो करते है । अगर बैटरी दे दी जाती है तो उस मे सेल नही होते । आप नार्दन रेलवे मे दिल्ली स्टेशन पर ही देख लीजिये । जीप के सेल मन्जूर हुए है, लेकिन मिलते नही है न मालूम कौन सी कम्पनी के सेल दिये जाते है जिन से काम नही चलता । अगर उन को काम करने का मौका नही मिलेगा तो वे कैसे काम करेगे । ब्रेक का डिब्बा 18 टन का होना चाहिये, लेकिन 12 टन का दिया जाता है, नतीजा यह होता है कि लोड पूरा न होने के कारण जैसे चिडिया के पीछे बाज फुदकता है, वैसे वह डिब्बा भी फुदकता रहता है ।

सबस्टीचूट मास्टरो की हालत को देखिये । रेलवे मे 24–25 हजार मास्टर है, उन को जो केन्द्र का रेट निर्धारित है, वह नही मिलता है । आप दूसरो को दे रहे है, राज्य सरकारें अपने मास्टरों को दे रही है, उन बेचारों ने क्या कसूर किया है । रेलवे केन्द्र से अलग नही है, उन को क्यो नही देते हैं ? 60–70 हजार के लगभग सब्स्टीचूट मास्टर्ज है, दूसरो को उन के ऊपर ला कर लाद दिया जाता है । हम इस के बारे में मंत्री महोदय से मिले, उन्होंने आश्वासन भी दिया कि

[श्री ओंकार लाल बेरवा]

सबस्टीचूट को पहले लिया जायगा, केन्द्र का वेतन दिया जावगा लेकिन कुछ नही होता है ।

यही हाल स्टेशन मास्टरों का है– एक स्टेशन से उठा कर दूसरे स्टेशन पर फेक दिया जाता है । यह नही देखा जाता कि बीच मे ट्रान्सफर कैसे कर रहे है । किसी नेता ने कह दिया कि यह स्टेशन मास्टर रद्दी है, बस ट्रास्फर कर दिया जाता है । पहले उस का इन्तजाम कीजिये, रद्दी कहने से काम नही चलेगा ।

नार्दर्न रेलवे, जोधपुर मे एक जीप दे रखी है इन्होने ड्राइवर को भगत को कोठी तक ले जाने के लिए । ड्राइवर की जीप का और कोई काम नही है लेकिन वह दिन भर अफसरो के बच्चो को इधर उधर घुमाता फिरता है और कभी स्कूल मे छोडता है । वह स्कूल के लिए जीप नही हे, सिर्फ ड्राइवर के लिए जीप है । उसकी जरा जाच तो करे । कोटा मे सोफिया स्कूल मे 13 हजार की लैट्रिन बनवादी । उसमे पढते है डी एस साहब के लडके या दूसरे अफसरो के लडके । किसी भी रेलवे कर्मचारी के लडके को वहा कभी नही देखा होगा । समझ मे नही आता इस तरह से अधाधुध खर्चा कर दिया जाता है । मैं निवेदन करूगा कि इसको रोकिये । आप कहते है हम तो समाजवाद ला रहे हैं । एक ढोग बना दिया है समाजवाद के नारे से गर्मी मिटा रहे है । ...(व्यवधान) जब गरीबी हटाओ और समाजवाद का नारा दे रहे थे तो यह भी चाहिए था कि थर्ड क्लास का किराया न बढाते और ऊपर वाले किराये को ऊपर से और नीचे ले जाते ।

मैं दो सुझाव देना चाहता हूं । एक तो रेलवे के जो प्लाट पत्थरो के दिए जाते है उसमें एक हजार रुपया साल प्लाट कर दिया जाये और जितनी कैन्टीन दी जायें या जितने ठेले दिये जायें उनको आक्शन किया जाये । क्या वजह है कि चुपके चुपके किसी को 50 रुपए मे ठेला दे दिया जाये या हजार रुपया लेकर किसी को कैनटीन दे दी जाये । अजमेर मे ए एस एम के आफिस के सामने शोभामल जैन को कैनटीन दे दिया गया, वहा से गाडी दीखती नही, सिगनल दीखता नही और कभी एक्सीडेन्ट हो गया तो कहा जायेगा कि गल्ती से पड गया । इसलिए मेरा आपसे निवेदन है कि आप जो भी काम करे वह ऐसा करे जिससे रेलवे को फायदा हो । आप रिजर्वेशन फार्म पर 5 पैसा क्यो नही लेते हैं ? पे आर्डर फार्म पर 5 पैसा क्यो नही लेते है । मैने पे आर्डर के फार्म पान की दुकान पर देखे है । जो हजारो रुपए का माल छुडवाने के लिए आयेगा या सौ दो सौ रुपए के टिकट खरीदेगा वह पाच पैसे भी दे देगा । साथ ही जो लेवी की रकम आपने कैनटीन पर छोड दी हैं वह भी लेनी चाहिए । थर्ड क्लास का किराया बिल्कुल नही बढना चाहिये और कोटा से चित्तौड की लाइन को नही भूलना चाहिए ।

श्री शशि भूषण (दक्षिण दिल्ली) उपाध्यक्ष महोदय, मैं मन्त्री महोदय से दो तीन दरख्वास्ते करना चाहता हू । यह जो रेलवे ट्रैक है और उसकी साइड से जो जमीन है दिल्ली मे और हिन्दुस्तान के तकरीबन हर बडे बडे शहर मे सभी जगह आप देखें कि सबसे बडा हेल वहा पर बना हुआ है । यदि आप शाहदरा जाये तो देखेगे कि हाथी डूब जाये, इतना सडा हुआ पानी रेलवे ट्रैक के किनारे पडा हुआ है । किसी जमाने में रेलवे लाइन बनाने के लिये जमीन खोदी गई थी लेकिन उसके बाद कभी उसको भरा नही गया नतीजा यह है कि स्लम्स बन गये हैं । किनारे पर झोपडिया हैं, मकान हैं । उस गन्दगी से सारा शहर नुकसान उठाता है । म्यूनिसिपैलटी कुछ नही कर सकती,

कारपोरेशन कुछ नही कर सकता। जितना कूड़ा शहर का है वह रेलवे साइडिंग पर डाला जाता है। आप अभी सफर करे और किनारे पर झाकें तो आपको पता लगेगा कि किसी स्लम से गुजर रहे हैं, राजधानी से नही जा रहे है। तो मैं चाहूगा कि रेलवे मत्री जी खुद निरीक्षण करें और इसके कारणो को देखे। लोगो पर इस बात के लिये फाइन किया जाय, जुर्माना किया जाये कि रेलवे की जमीन पर कूड़ा क्यो डालते हैं। अगर किसी का मकान है तो वह अपने घर का सारा कूड़ा खिडकी से रेलवे ट्रैक की तरफ डाल देता है। और किनारे जाकर अगर देखें तो सुबह से शाम तक लोग बैठे रहते है। मैंने यह चीज अफ्रीका मे नही देखी चाइना, सोवियत यूनियन या यूरोप मे कहा नही देखी जितनी कि गन्दगी और स्लम्स अपने सारे देश मे रेलवे के किनारे बने हुये हैं। रेलवे के जो आफिसर्स हैं वह छत की तरफ देखते हैं, किनारे की तरफ नही देखते हैं। आपके पास मालगाडिया हैं, सारे साधन है आप उन स्लम्स को भर सकते है। नागरिको के प्रति भी आपका कुछ कर्तव्य होता है। तो मैं चाहूगा कि दिल्ली मे रेलवे ट्रेक के किनारे जो नागरिक रहते हैं उनका आप एक फग्शन करे ताकि स्लम्स को दूर करने के लिये कोई फैसला कर सके। कारपोरेशन, डी० डी० ए० और रेलवे मिलकर फैसला करे ताकि इस गन्दगी से जनता को मुक्ति मिल सके।

दूसरी बात यह है कि आजकल मैनेजमेंट मे लेबर्स, मजदूरो की यूनियन्स के पार्टिसिपेशन्स की चर्चा बहुत जोर से करते हैं। हमारे मत्री जी समाजवादी परम्परा के व्यक्ति है और हम आशा करते है कि रेलवे यूनियन फैडरेशन एक रहे, उसमे कई यूनियन्स न हो। उसका एक डिमोक्रेटिक सिस्टम हो। लोग चुनकर अपनी फैडरेशन बनायें। आज तो अफसर भी कही सी० पी० आई० (एम०) से यूनियन बनवा देते हैं और अब तो जनसघ भी यूनियन्स मे आ गया है तो कही उससे यूनियन बनवा देते है। इसलिये मैं चाहूगा कि उसका चुनाव हो, उसका एक डिमोक्रेटिक सिस्टम हो, बैलट से फैडरेशन बने और उसके बाद रेलवे बोर्ड मे उस यूनियन को आप प्रतिनिधित्व जरूर दें क्योकि रेलवे यूनियन आपकी सिक्योरिटी मे और दूसरे कामो मे जितनी मदद दे सकती है उतनी मदद और कोई नही दे सकता है। आप पचासो कमीशन बना दीजिये उनसे कोई फायदा नही होगा। अगर सही मानो मे आप चोरी रोकना चाहते है रेलवे की गति बढाना चाहते है तो ट्रेड यूनियन का को-आपरेशन ले। आप जोनल कमिटीज बनाये और उसमे भी रेलवे यूनियन्स के प्रतिनिधि हो। आजकल रेलवे यूनियन के लोगो ने जब भी कभी करप्शन की बात की है, मेरे पास केसेज है, तो शिकायत करने वालो को ही निकाल दिया जाता है। क्या सरकारी अफसर ही मालिक हैं, क्या मिनिस्टर ही मालिक है रेलवे के? जो एक मामूली सा चौकीदार है क्या वह मालिक नही है? क्या उसका देश नही है? क्या उसको दर्द नही होता है? जब उसको दर्द होता है और वह लिख देता है तो रेलवे बार्ड के मेम्बर्स, जैसे चीलें किसी छोटे जानवर पर झपट पड़ती है उसी तरह से उस पर झपट पडते हैं। इसलिये मैं चाहूगा कि बोर्ड मे उसका प्रतिनिधित्व हो। फिर उनको यह दिक्कत नही होगी और उनका काम सुविधा से होगा। अफसरो को अफसरी का तजुर्बा है और यूनियन के जो लोग हैं या जो मजदूर हैं उनको अपने काम मे महारत हैं। वे किसी से कम इम्पार्टेन्ट काम नही करते है। इसलिये जो छोटी तनख्वाह पाने वाले लोग हैं उनकी प्रतिष्ठा बढ़ानी चाहिये।

मैं एक बात का खास तौर से जिक्र करना चाहता हूं। दिल्ली मे जो हमारी

[श्री शशि भूषण]

रिंग रेलवे है वह बन चुकी है। उसको रेलवे लाइन बन गई, सब कुछ हो गया, स्टेशन भी बन गये लेकिन रेल नजर नहीं आ रही है। दिल्ली में ट्रैफिक बहुत है इसलिये जैसे कलकत्ता और बम्बई में सुविधायें है उसी प्रकार से यहां भी सुविधाये दी जायें। रेलवे डबल डेकर की जो बात चलाई जा रही है वह अगर दिल्ली मे ही शुरू हो तो बहुत अच्छा होगा। मै दरख्वास्त करूगा इसके लिये जल्दी मे जल्दी कोशिश की जाये।

अन्त मे मै फिर उसी बात को दोहराऊगा कि दिल्ली में रेलवे ने जो स्लम्स क्रिएट किये हैं उनको दूर करने मे आप मदद करे।

*SHRI M. M. JOSEPH (Peermade): Mr. Deputy-Speaker, Sir, the Indian Railways are the biggest public undertaking. Therefore, unless and until the Indian Railways start imaginative and constructive schemes for the improvement of the railways in this country there will not be any progress and the country will suffer a great loss. Even today, after twenty-five years of independence we are following the system that was established by the Britishers when they were ruling here. Every year the number of passengers is increasing. Similarly, the goods traffic by the railways is also increasing. But, I am sorry to say, no improvement has been effected in our railway system and the revenue is not increasing. What is the reason for this?

Our railways are in a pitiable state of affairs. According to our estimate, by 1978-79 our railways will be carrying 100 million tonnes of goods. Similarly, by 1978-79 the coal transported by railways will be doubled. Certainly, the passenger traffic will also increase. Taking all these into consideration more improvements should be made in the railways and more railway lines should be laid in our country. The existing railway lines should be dieselised and electrified. But there is no provision for all these things in the Budget that has been presented by the Government.

Sir, I have to make one submission. There is a Uniform Department in the Railways. Every year the Railways are spending crores of rupees for making uniforms for the staff. Three categories of uniforms are made-large, medium and short. Everybody knows that all the railway staff do not come under these three categories Some of the uniforms given do not fit them with the result that the staff themselves are forced to re-stitch and re-button them incurrnig a lot of expenditure. This causes a lot of difficulty for them In our hospitals the nurses are given a uniform allowance and they get smart uniforms made. Therefore my suggestion is that in the Railways also this Uniform Department should be abolished and the railway staff should be given a uniform allowance.

Another thing about which I want to make a mention is that one train is given two numbers which creates a lot of difficulty for the passengers and staff For example, 51 Link Express which starts from Madras becomes 21 Dakshina Express when it reaches Delhi. A man starting from Madras may send a telegram to his friend in Delhi to meet him by 51 Link Express. That friend will go to Delhi Station and return home disappointed because he will be told that there is no train with that number. Similarly, 3 Up train from Howrah becomes 8 Down train when it reaches Bombay. This system of having different numbers for the same train and this system of having "UP and Down" suffixes should be done away with. This was introduced during the British period. It is unnecessary and it creates a lot of

*The original speech was delivered in Malayalam.

unnecessary difficulties for the public

Now I come to the question of time-table The time-tables prepared by different zones are brought out as a composite time-table known as the All India Time Table Passengers travelling on long routes are put to a lot of difficulty in using this time table They have to turn many pages before they can get the station they want This should be abolished People travelling on long routes should have time-tables giving the timings of trains in consecutive pages

MR DEPUTY-SPEAKER The hon Member should conclude now

SHRI M M JOSEPH Sir please give me some more time

MR DEPUTY-SPEAKER The hon Member's party was not allotted any time But I gave him seven minutes He must conclude now

SHRI M M JOSEPH Sir, I want to say something about my constituency

MR DEPUTY-SPEAKER That does not matter I am concerned with the time of the House My constituency is this House

SHRI M M JOSEPH Sir, I will conclude in a minute

In Kerala, Sir, there is one district where there is no railway line I am referring to Idukki Almost all this area is in my constituency Rubber, cardamom, pepper and other cash crops are produced in this area Sabari Malai Temple the famous centre of pilgrimage in Kerala, falls in my area From the day I became a Member of Parliament I had been requesting the Government to lay a railway line here. But nothing has been done so far

Kerala is a single village thickly populated right from the north to the south There is necessity for more over-bridges to be constructed Kerala's financial position is not very sound and therefore the Centre should build these over-bridges waiving the 50 per cent contribution from the State

Sir I conclude with the request that Madura should be connected to Cochin by a railway line through Idukki and the survey for the same should be conducted early

SHRI A S KASTURE (Khamgaon) Mr Deputy-Speaker Sir, I thank you for giving me an opportunity to speak on the Demands for Grants relating to the Ministry of Railways for the year 1973-74 In this connection I would like to bring to the notice of the hon Minister some problems facing my constituency and my State

First I will refer to the construction of a new broad gauge line between Khamgaon and Jalna viz Chikhli Khamgaon is in Vidarbha region and Jalna is in Marathwada region This line has its own history The traffic-cum engineering survey of this line was undertaken during the year 1912-13 and the actual work was to be started immediately thereafter That work could not be started because of the first world war The earth work was started in the year 1933 and was completed in 1937 Even today the earth work mile stones etc are visible in that area Again on account of the second world war the work was discontinued After independence old Madhya Pradesh gave this line top priority After the merger of Vidarbha and Marathwada areas in the old Bombay Province now Maharashtra this line was included in the Fourth Plan In the Fifth Plan also it has got top priority so far as the Vidarbha region is concerned This year because of the drought conditions in Maharashtra, the people of Buldana and Aurangabad district areas were fondly hoping that this line

[Shri A. S. Kasture]

would be included in this year's budget. But when the Railway Minister read out the new lines to be taken up this year, the people of that region were disappointed to notice that this particular line was not included in that list. Since the actual work on this line was taken up long ago, it should have been included.

Secondly, the Government of Maharashtra have suggested to the Government of India the construction of about 10 railway lines. One line suggested is Sholapur-Osmanabad-Bhir-Aurangabad-Jalagaon (*via* Ajanta). If this line is constructed, the famous tourist centre, the Ajanta Caves would be on this particular line. Now the foreign VIPs who come to India on a short visit of two or three days find it very difficult to visit Ajanta Caves because it is not connected by railways.

Thirdly, there should be a new line from Pachora to Hingoli *via* Ajanta, Buldana, Chikhli, Lonar and Risod. This line will cater to the needs of the cotton and sugarcane growing areas of Vidarbha and Marathwada.

Two years back I had written to the Railway Minister regarding a new station between Amanwadi and Lohogarh at Jamwasu in the Khandwah-Hingoli metre-gauge section. The Railway Minister accepted the proposal and informd me that the station would be opened. I do not know whether provision for that is included in the budget of this year or not. If not, I would request the Minister to include it in the demands when he comes before the House for supplementary demands.

There is a complaint from the Vidharbha region regarding the chargable distance that is taken into consideration in the Khandwah-Hingoli line, namely, 485 kms. when the actual distance is 383 km. I do not know why the Railways are charging more. I do not see any reason for charging more amount because the M.G. Line is not on the top of a hill; there is not a hill station, the line is on the plains. So, there is a demand that this should go and only actual distance should be taken into account.

There is one more suggestion regarding giving concession to carrying of bananas. Buldana district and Jalgaon district in Maharashtra are banana-producing regions. The bananas are exported to foreign countries. So, there should be some concession given by the Railways for carrying bananas to ports.

I have two or three more suggestions regarding the rail connection at Bhusaval junction. The 28 UP, i.e., the Varanasi Express coming from Allahabad side going to Bombay should have connection with Maharashtra Express for going to Nagpur. At Bhusaval, the time difference is only 30 minutes. Passengers coming from Allahabad side cannot go to Nagpur side by Maharashtra Express because that goes earlier.

Then, the train coming from Surat should have connection at Bhusaval for going to Nagpur side. Actually, 77 Dn. train coming from Surat side should come first and 39 DN train should leave Bhusaval after getting that connection. The 39 DN train (Dadar-Nagpur) goes to Nagpur. So, Surat side passengers coming by 77 DN train must get 39 Dn connection for going to Nagpur.

About, the conversion of metre-gauge lines into broad-gauge lines, the Manmad-Paralivaijinath line is included in the Railway Minister's Speech that it will be converted into broad-gauge. But this is not included in the Demand though other conversions are included in the Demand. For example, the Miraj-Kurdiwadu line, that is, a metre-gauge line that will be converted into a broad-gauge line is included in the Demand. There is a specific Demand for that. But for the conversion of Manmad—Paralivaijinath metre-gauge line into broad-gauge

line, there is no provision in the Demand. So, I would urge upon the hon. Minister that it should be included in the Budget and the work on it should be undertaken as early as possible.

श्री एम०सत्यनारायण राव (करीमनगर) उपाध्यक्ष महोदय, में मन्त्री महोदय को बताना चाहता हू कि इडिपेडेस के बाद तेलगाना एरिया में एक इंच रेलवे लाइन भी नही बिछाई गई है। हम यह कम्पलेन्ट आज नही, पिछले काफी वक्त से कर रहे हैं। में इस बारे में बीस व्यक्तियो के साथ मन्त्री महोदय से मिला था। उन्होने कहा था कि आन्ध्र में बीस करोड रुपये की रेलवे प्रापर्टी का डेस्ट्रक्शन हुआ है, हम तेलगाना के लिए क्या कर सकते है। में निवेदन करना चाहता हू कि आन्ध्र एरिया को छोड दीजिए, वह पहले मद्रास स्टेट मे था, वहा जो कुछ भी हुआ हो, लेकिन तेलगाना एक बहुत बैकवर्ड एरिया है। हमने वहा 1969-70 में लगातार एजीटेशन किया, लेकिन रेलवे लाइन या पोस्ट आफिस वगैर किसी प्रापर्टी को डेस्ट्राय नही किया गया। तेलगाना को बिल्कुल नेगलेक्ट किया गया है।

मैंने रामगुडम-निजामाबाद लाइन के लिए रिप्रेजेन्ट किया है। रामगूडम में बहुत सी इडस्ट्रीज कायम हो गई हैं। निजामाबाद जाते हुए पोचमपाड प्राजेक्ट रास्ते में पडता हैं। वह लाइन बहुत इम्पार्टेन्ट है, इस लिए उसको हाथ मे लेना चाहिए। चन्द दिन पहले मिनिस्टर साहब ने बिहार मे बयान दिया था कि रेलवे लाइन्ज को डेवेलप करने में बैकवर्ड एरियाज को प्रायर्टी दी जाएगी। यह सुन कर मुझे और दूसरे बैकवर्ड एरियाज के मेम्बरो को बहुत खुशी हुई। लेकिन में अर्ज करना चाहता हूं कि सिर्फ स्टेटमेन्ट देने से कोई फायदा नही होगा। मिनिस्टर साहब अमल करके दिखाएं। मुझे उम्मीद है कि वह रामगुंडम-निजामाबाद रेलवे लाइन को जल्दी टेकअप करेगे। में उनको बताना चाहता हूं कि में इसके लिए एजीटेशन करूंगा और उनके मकान के सामने भूख हड़ताल कर के मर जाऊंगा लेकिन में इस मामले को छोड़ूगा नही। इस बारे में मैं बहुत सीरियस हू।

मन्त्री महोदय जानते होगे कि ट्रेन्ज में मर्डर्ज और रेप आदि अपराधो में बहुत वृद्धि हो रही है। आज ट्रेन्ज में पैसन्जर्ज के लिए बिल्कुल प्रोटेक्शन नही है। मेरी दरख्वास्त है कि ट्रेन्ज में सिकियूरिटी की व्यवस्था को कडा किया जाय।

आज-कल ट्रेन्ज मे जो खाना दिया जाता है, वह बिल्कुल अच्छा नही होता है। पहले तो वह ठीक था, लेकिन अब उसका स्तर गिर गया है। मन्त्री महोदय को इस तरफ ध्यान देना चाहिए।

यहा से हैदराबाद के लिए कोई डायरेक्ट एक्सप्रेस नही है। इस वक्त लिक किया जाता है और मद्रास के लिए डिब्बे लगाए जाते है। उससे बहुत तकलीफ होती है हैदराबाद हमारी स्टेट का कैपिटल है। और इसलिए उसको बम्बई और कलकत्ता जैसे दूसरे स्टेटकैपिटल्ज की तरह यहा से डायरेक्ट लीकनेक्ट किया जाना चाहिए। दक्षिण एक्सप्रेस हैदराबाद जाता है, लेकिन उसमे मद्रास के डिब्बे भी लगे होते है। इससे जो पैसेन्जर हैदराबाद जाना चाहते है, उनको जगह नही मिलती है। डायरेक्ट एक्सप्रेस बनाकर कम से कम पाच छ घन्टे सेव किए जा सकते हैं। काजीपेट में ख्वाहम-ख्वाह लेट किया जाता है। रात को 9 बजे चलने के बजाय 6 या 7 बजे चले, तो रात के 10 बजे पहुच सकते है। इस तरह एक नाइट सेव कर सकते हैं।

श्री बनर्जी पिछले रेल मन्त्री, श्री हनुमन्तैया, के बारे में चाहे कुछ भी कहे, लेकिन

[श्री एस० सत्यनारायण राव]

यह फैक्ट है कि वह रनिंग टाइम को बहुत अच्छी तरह मेनटेन कर रहे थे और ट्रेन्ज बहुत पंक्चुअल होती थीं। रेलवे कर्मचारी डरते थे और कोशिश करते थे कि ट्रेन लेट न हो और अगर लेट हो जाए, तो मेकअप करने की कोशिश करते थे। लेकिन अब तो ट्रेन्ज बहुत लेट हो रही हैं। किसी को भी यह डर नहीं है कि कोई कम्पलेंट करेगा या मिनिस्टर साहब कोई एक्शन लेगें। मन्त्री महोदय को इस तरफ ध्यान देना चाहिए।

आखिर में मैं फिर रिक्वेस्ट करूंगा कि रामगुंडम-निज़ामाबाद लाइन को जल्दी टेक अप किया जाए। इस बारे में मैंने जो तीन चार क्वेश्चन दिये थे, उनके जवाब में कहा गया कि वहां ट्रेफिक कम है। यह बात गलत है। वहां रेलवे को बहुत लाभ होगा। यह लाइन रामगुंडम को बम्बई से भी कनेक्ट करेगी। अगर कोई बम्बई से रामगुंडम जाना चाहेगा, तो उसका डिस्टेन्स 150 मील कम हो जाएगा।

SHRI VASANT SATHE (Akola): I want to bring a few points to the notice of the hon. Minister for consideration. These are simple things, but sometimes we cannot understand why this can't be remedial—there have been stories and puns on these. When you travel by train, when the train steps and you just look out to find out which Station it is, you normally do not see the name of the Station anywhere at the Station. It is not there either at one end or the other. Why not you put up the name-boards? Just writing the name of the station will not cost you much. It will be of great help to the passengers.

14.00 hrs.

Another thing I want to say is about this food served in the trains. Day before yesterday I was coming by the GT Express. Now they have started giving in some stations these tin-box tiffins. They have sockets small sockets. In that socket, the quantity that they give, will not be sufficient even for one person at a time. They give four puries baked in oil, some sort of Dalda and they are full of oil and you cannot eat them. Why can't you give chappaties, substantially? These sockets are so small that the food is not enough even for a baby. They supply a bit of sweet as if for a child.

Abolish that sweet, we do not care for it. Two pieces of onions. If you have seen that, you will be really surprised. Do you know the cast? Rs. 2.50 for that so-called socket thali. Formerly, they used to charge Rs. 1.80 in the running trains and a full meal was given. Then, there is no choice. For the people coming from the south, of different tastes, the *dhal* given is so small in that socket that you cannot eat your puries with that *dhal;* then what to eat the rice with?

With water? What are you going to eat? Therefore, kindly see that this catering service is improved. You have started a new thing. That is a good idea, but unless you take steps to improve it, it will only bring discredit both to you and the Railways. Otherwise, you renew your catering service and see that people get food according to their tastes. You think the common man will be satisfied with that paltry amount of food?

With regard to wagon shortage, it is a very good step your predecessor has taken, that wagons must be kept on rolling. At a particular place if they stop the wagons for a longer period—not for more than three or four days they should stop—these commercial people must not detain the wagons and if they detain the wagons, mere demurrage will not do. It will be misused for corrupting the officials. Put restrictions on the stoppage time and then you will be able to roll your wagons better.

The third point I want to make is that the whole idea in the railways must be economy and they should try to earn more. Now, with regard to transportation of coal, I will give you an example. Chanda district in Vidharba is a very rich district as far as coal, bauxite, cement and other raw materials are concerned. Two-thirds of the raw materials of the entire Maharashtra are in that region. But there is no railway line connecting that area. It is hardly 40 miles distance between Rajuv and Adilabad and that survey was made about 60 years ago. It is all on record. But to-day if you link that, the entire metre-gauge system which is spread over the south in Maharashtra will get connected with this broad-gauge and you will make an earning. It will cost hardy Rs. 2-3 crores of rupees, but you will recover that amount in a couple of years and after that it will be all earning to the Railways. You have announced that 60 km. railway schemes will be given priority particularly in the backward areas.

Here is a concrete suggestion, that is, to connect Rajur with Adilabad. It will be a good thing if you connect it up so that it will improve the earnings of the Railways and also improve the region as well.

Then I come to the ticket checking staff. If the ticket checking staff become efficient it will improve the earnings of the railways. With the increases in fares, there are temptations for people to go without ticket. So, if you increase their efficiency, that will also check ticketless travel. So, my demand is this. They should be treated as running staff. I have not been able to understand Railway's objection. You say the conductor is a running staff. You shy thht the a running staff. You say that the driver is a running staff. The ticket checker is not a running staff. How can this be justified? Why do you say he does not run? Does the driver run? Does the guard run? I don't understand this. He runs within the train all the time to check tickets. Dont's stand on technical and legal grounds saying, they have gone to the court. it was not accepted by the court, and all that. There is no technicality or legality about it, these are after all your own staff, you must make them contented, you must create conditions so that they might become more efficient, and by their more efficiency you get more revenue. You can very well keep your staff satisfied by these simple things, I am sure.

My next point is about the season ticket holders. For 20 miles you have given the concession. If that concession could be granted in Bombay and Calcutta for single day journey, I do not understand why this should not be made available for the monthly passholders also. If you do that, it will not cost much. But, it will help them a lot. They would be thankful to you. These are small people. They are not first-class travellers. They are not rich people. So, kindly try to help them and it will not cost you much.

Then, this is my last-but-one point. I am really very much perturbed about the RPF (Railway Protection Force). Is this Railway Protection Force, or is this Railway Plunder Force, Sir? The entire working of this Railway Protection Force is scandalous to say the least. They have to protect Railway property and they have to treat the passengers as human beings. What are they doing? Are they not equipped with proper weapons? If so, please equip them with proper weapons. He goes with the train. He says, what can I do, a crowd came and burnt the train. Rs. 20 crores worth of railway property is burnt. What is the Railway Protection Force man doing? This excuse that they cannot do this thing or that thing that this is a State subject and all that is beside the point. Railway property is your subject; it is under your control. They go with the railway day and night. They should see that railway property

[Shri Vasant Sathe]

is not damaged in any way. We are all for agitations, satyagraha and all that, if they are done peacefully. But no one will say that howsoever agitated a man may be, he has got a right to go and burn a train. It is a national property. You have every right and every justification to protect the railway property. Give them machine-guns if necessary; give them stem-guns if necessary; give them whatever arms are considered to be necessary. Any crowd coming to burn a railway train must be shot on the spot. That must be your attitude. That mustbe your approach. If you do that, you will see that railway property is not burnt in this manner. After all, the railway is a national property. It must be protected. It is in the interest of the nation.

Then, my last point is this . . .

An Hon. MEMBER: Last but not least.

SHRI VASANT SATHE: You are right, last but not least.

Another scandalous thing in this railway is For how many years will a person be continued as temporary? Life long. Under the Industrial Disputes Act whosoever has completed 240 days continuous service will be treated as permanent. If that is the definition and Industrial Disputes Act applies to the Railways also why should all these persons who have completed 240 days of continuous service not be treated as permanent and put on the permanent rolls? Why are you trying to delay this? What do you gain? A large number of people are treated as contract labour. That is another mischief. This is very heart-burning for the working class. You do not get a working class which is satisfied; which feels there is security in your service. Therefore, Sir, as far as that temporary staff is concerned remove this anomaly of treating persons who are with you for years as temporary.

Last time, I had pointed out to you that drought affected persons who have left their homes and gone to some other divisions in search of work, should be given at least one pass per family to enable them to go to their homes and visit their families. You will not be losing anything by this but you will gain a lot of gratitude. Last time you said that it was not possible. But, Sir, it is very much feasible.

श्री परिपूर्णानन्द पैन्यूली (टिहरी- गढ़वाल) : उपाध्यक्ष महोदय, मैं उस इलाके से आता हूं जहां रेल छूती भी नहीं है, वहां के आदमी रेल का सफर तो करते हैं लेकिन जब उधर जाते है तो उनको सारा सफर पैदल करना पडता है। इसलिए मेरी पहली मांग तो यह है कि कम से कम इतना तो कर दे कि मुझे कहने को हो जाए कि रेल लाइन मेरी कन्स्टीट्यूएनसी को छूती है–आप ऋषिकेश तक रेल ले जाते है, उसको मुनी की रेती तक, जो 4–5 किलोमीटर है, ले जाइए। वह उत्तराखंड का प्रवेश द्वार है। इसके अलावा पहाडी इलाके की जो वन सम्पदा है, खनिज सम्पदा है, जैसे राक फास्फेट, कैल्शियम, जिप्सम, ये सब पदार्थ पहाडों से यहा आते है और ट्रको से लाये जाते है। इनके अलावा जो वहां की क्रैश–क्राप है जो शायद 10–12 करोड रुपये साल की होती है, मोटरों मे आती है, अगर वहां तक रेलवे पहुंच जाए तो उसको आसानी से लाया जा सकता है।

इसी तरह से मैंने देहरादून से कालसी तक की रेलवे लाइन के लिए अनुरोध किया था। मन्त्री महोदय का जवाब भी मेरे पास आया है ..... (व्यवधान)

MR. DEPUTY-SPEAKER: Now—You want that you should be listened to with respect; you should give the same to others.

SHRI RAMAVATAR SHASTRI (Patna): I am listening.

श्री परिपूर्णानन्द पैन्यूली : मैं निवेदन कर रहा था कि कालसी तक अगर रेलवे लाइन को एक्सटेन्ड कर दिया जाय तो वहां पर जमुना-प्राजेक्ट चल रहा है, किसाहू प्राजेक्ट बन रहा है, उन कामो मे बहुत सुविधा हो जाएगी। वहा पर एक सीमेन्ट फैक्ट्री बनने वाली थी, लेकिन इसलिए नहीं बन पाई सीमेन्ट कार्पोरेशन आफ इंडिया का कहना है कि वहां पर रेलवे लाईन नहीं है, हालाकि यह थर्ड फाइव ईयर प्लान मे प्रस्तावित थी। जौनसार-बावर की वन-सम्पदा, हिमाचल की वन-सम्पदा वहा आती है और जिनको सहारनपुर जाना होता है, वे बसो से जाते हैं और तब वहा रेक पकडते है। रेल मन्त्रालय ने मुझ जो जबाब दिया है, ऐसा लगता है कि वह अग्रेजो के जमाने का जबाब है, जब शायद मोटरे नही चलती होगी। उस समय जो क्राइटेरिया होता था—फिजिबिल है या नही है—वही पैमाना शायद अभी भी उन्होने बनाया हुआ है। रेल अधिकारियो की आख पर शायद अभी भी पट्टी बन्धी हुई है। वह नही जानते हैं कि अब बसे कैसे चलती है, ट्रक चलते हैं, उन से माल जाता है। उनको अब इस क्राईटेरिये को बदलना चाहिए। जो उन क्षेत्रो के जिला मजिस्ट्रेट है, दूसरे आफिस र्ज है उनसे पूछना चाहिए कि वहा पर रेल लाइन बढाने की फिजिबिल्टी है या नही है। इसलिए मेरा अनुरोध है है कि देहरादून से कालसी तक और ऋषिकेश से मुनि की रेती तक जरूर रेलवे लाइन को बढ़ाया जाए।

मसूरी एक्सप्रेस के बारे मे, उपाध्यक्ष महोदय, आपको भी अनुभव है, क्योकि आप देहरादून ट्रेन से गए हैं। डेढ सौ मील का फासला यह ट्रेन साढे ग्यारह घन्टे मे तय करती है, जबकि देहरादून से लखनऊ 350 मील का फासला 12 या साढ़े बारह घन्टे में तय होता है। इस ट्रेन मे चोरी या बर्गलरीज की खबरे प्रतिदिन अखबारो में आती रहती हैं, जो प्राय: गाजरौला की साइड में होती है। मै चाहता हूं कि इस ट्रेन का रूट बदलकर सहारनपुर, मेरठ कर दिया जाए, क्योंकि वर्तमान रूट पर लोग सुरक्षित महसूस नही करते हैं।

अब गर्मियो के दिनो मे बद्रीनाथ, केदारनाथ, गगोत्री जमनोत्री की यात्रा पर बहुत से मुसाफिर जाएगे और इनकी सख्या इतनी ज्यादा बढ जाती है कि गाडियो में भेड-बकरियो की तरह से इन्सान भर जाते है। इसलिए कुरेशी साहब से मेरा अनुरोध है—वह धार्मिक प्रवृति के आदमी हैं, कुछ धर्म कमाले और एक वाइ-वीकली बद्रीनाथ एक्सप्रेस शुरू कर दे। देहरादून-लखनऊ के बीच मे तो वाइ-वीकली चलती है, लेकिन देहरादून-दिल्ली-बम्बई के बीच मे भी चलनी चाहिए।

एक माननीय सदस्य वह अभी हज कर के आये हैं।

श्री परिपूर्णानन्द पैन्यूली तब तो और भी अच्छी बात है लगे हाथो वे इस पुण्य की भी कमा सकते हैं।

मसूरी एक्सप्रेस पुरानी दिल्ली तक आती है, मैं चाहता हू कि इस को नई दिल्ली तक बढा दिया जाय, क्योकि हमारे क्षेत्र के बहुत से बरतन मलने वाले मजदूर भाई, जो होटलो मे काम करने हैं, नई दिल्ली आते है और पुरानी दिल्ली से नई दिल्ली तक कोई नई लाइन तो बिछानी नही है, उस को 15–20 मिनट दिल्ली रोककर नई दिल्ली ला सकते है।

देहरादून से कालका तक के लिए एक बोगी की व्यवस्था करनी चाहिए। हमारे यहा से बहुत से मजदूर भाई पजाब मे काम करने जाते हैं, चण्डीगढ, कालका और शिमला में हमारे यहा से बहुत से आदमी काम करते

[श्री परिपुर्णानन्द पैन्यूली]

हैं, इसलिए एक बीच कालका तक डायरैक्ट लगा देनी चाहिए। आप कहेंगे कि फीजिबिल्टी देखनी होगी, मैं चाहता हूं कि आप अपने इस तरीके को बदलिए। वहां की डिस्ट्रिक्ट अथोरिटीज से पूछिये कि कितने आदमी उन इलाकों से वहां काम करने के लिए जाते हैं।

रेलवे के टाइम टेबिल में लिखा हुआ है कि कोटद्वार तक फर्स्ट क्लास है, किन्तु वहां पर फर्स्ट क्लास की बोगी नहीं लगती है। इसलिए या तो टाईम टेबिल बदलिए या फिर फर्स्ट क्लास की बोगी लगाइये।

एस०एस० लाइट रेलवे के बारे में पिछली बार हल्ला हुआ था तो कुरेशी साहब ने लोक सभा में आश्वासन दिया था कि इसको हम करेंगे। मैं प्रार्थना करूंगा कि जब मंत्री महोदय इस बजट का उत्तर दें तो उसमें यह भी घोषणा कर दें कि इसी बजट में उस रेलवे के निर्माण को हाथ में लिया जायगा।

मेरा एक निवेदन और है कि पहाड़ के लाखों लोग प्लन्स में आते हैं और सफर करते हैं लेकिन पहाड़ के किसी एक व्यक्ति को भी आप नहीं बता सकते हैं जिसको आपने नौकरी दी हो। पहाड़ के लोगों को किसी प्रकार का कोई लाभ नहीं पहुंचता है। इसलिए आवश्यकता इस बात की है कि रेलवे की तरफ से होलीडे होम्स खोले जायें जिनमें उनको रोजगार दिला सकते हैं। लैंसडौन, उत्तरकाशी व बद्रीनाथ में और अन्य इलाकों में होलीडे होम्स की व्यवस्था आप करें। साथ ही मैं आपसे निवेदन करना चाहता हूं कि काठगोदाम की जो मीटरगेज की लाइन है उसको ब्राडगेज में बदलने की कृपा करेंगे।

श्री बी० बी० तरौडकर (नांदेड) : उपाध्यक्ष महोदय, आज मेरा दुर्भाग्य है कि रेलवे सप्लीमन्टरी डिमान्डस पर जब मैं बोल रहा हूं तो यहां पर रेलवे मंत्री जी उपस्थित नहीं हैं परन्तु हमारे डिप्टी मिनिस्टर साहब यहां पर हैं। महाराष्ट्र में चार रेलवे लाइनें जो ली गई हैं, एक मनमाड मुदखेड लाइने भी गई है, हमारी प्राइम मिनिस्टर जब वहां पर आई थी तो उन्होंने आश्वासन भी दिया था कि मनमाड मुदखेड लाइन ली जायेगी क्योंकि उस एरिया में बहुत बड़ा कहत है। यहां पर अभी हमारे बहुत से दोस्तों ने रेलवे बोर्ड को क्रिटिसाइज किया है। हमारे भाई साहब जो उस समय मिनिस्टर थे उन्होंने भी उस समय कहा था कि ठीक है, इसको मंजुरी दी जाती है। लेकिन हमारे यहां जो कुछ विरोधी पेपर्स हैं उनमें आपने पढ़ा होगा कि प्राइम मिनिस्टर के स्टेटमेन्ट के बाद भी यह कहा जाता है कि महाराष्ट्र में पालिटिक्स की वजह से कुछ रुकावट आ गई है। हमारे महाराष्ट्र के चीफ मिनिस्टर साहब यहां पर आये, उन्होंने कन्सल्ट किया और कहा कि इसको मंजूरी दी जाये। लेकिन कहा जाता है कि शंकर राव जी, नांदेड जिनकी कास्टीटुएन्सी है, वह चूंकि महाराष्ट्र के डिप्टी चीफ मिनिस्टर हैं इसलिए यह गाड़ी वहां नहीं जायेगी। ऐसा अपोजीशन पेपर्स वालों ने छापा है और इस तरह के वे इसको क्रिटिसाइज करते हैं। मैं मंत्री महोदय से यहां पर प्रार्थना करूंगा कि लोगों की भावना

को इस पालिटिक्स में न लाया जाय। वहां की जनता इसको चाहती है। नांदेड बार्डर डिस्ट्रिक्ट का आखिरी हिस्सा है और वहीं से आंध्र प्रदेश शुरु होता है। वहां पर आजतक कोई बड़ी इंडस्ट्रीज नहीं लगी है। इंडस्ट्रीज लगाने के लिए वहां पर लोग जाते हैं लेकिन कहते है कि चूंकि यहां पर ब्राडगेज लाइन नही है इसलिए यहा पर हम इंडस्ट्री नही लगा सकते हैं। नांदेड से हमारा एक डेलीगेशन आया था जो मिनिस्टर साहब से मिला था और मिनिस्टर साहब ने कहा था कि सात रोज अन्दर हम महाराष्ट्र गवर्नमेंट से इसके बारे में पूछेगे और उसके बाद में अपना स्टेटमेंन्ट देंगे। मेरी यह प्रार्थना है कि यह कोई स्टेट का मामला नही है बल्कि सेन्टर का मामला है इसलिए सेन्टर को देखना चाहिए कि इसमे पालिटिक्स एन्टर होते हुए वहां की जनता की भावनाओ और जनता की सुविधा के लिए मनमाड-मुदखेड लाइन के कन्वर्जन का काम आरम्भ हो। हमारे देश की प्राइम मिनिस्टर ने जो स्टेटमेंट दिया है उस स्टेटमेंट को कायम रखते हुए मनमाड-मुदखेड रेलवे लाइन का कन्वर्जन होना चाहिए। मैं मंत्री जी से प्रार्थना करूंगा कि आपने ऐसा वायदा किया था कि सात दिन में महाराष्ट्र गवर्नमेंट का जवाब मागेंगे और उसके बाद जब डिमान्डस आयेंगी तब इसका उत्तर देंगे मैं चाहुगा कि आप यहां पर उसका उत्तर दें।

मैंने वैसा कि कल भी कहा था नांदेड ऐसी जगह है जहां पर न केवल देश के बल्कि विदेशों के सिख लोग आते हैं वहां पर सिख धर्म के दसवें गुरु गोविन्द सिंह जी का वहां पर गुरुद्वारा है। सिख धर्म के अनुयाई अपने जीवन में एक बार वहां पर दर्शन करने के लिए अवश्य आते हैं। जब वे लोग वहां पर आते हैं तो विरोध स्वरूप कहते हैं कि इतनी दूर से तो हम यहां पर आते हैं लेकिन यहां पर पहुंचने के लिए तीन बार ट्रेन बदली पड़ती है। पहले मनमाड में बदलनी पड़ती है और यदि वह ट्रेन न ली जाए तो परभनी में भी बदलनी पड़ती है। मैं समझता हुं नांदेड में प्रति वर्ष कम से कम 5 लाख सिख आते हैं परन्तु उनके लिए वहां कोई भी सुविधा नही हैं इसलिए मैं प्रार्थना करुगा कि मुदखेड तक लाइन कन्वर्जन को कोई पोलिटिकल इश्यु नही बनाना चाहिए जैसे कि आजकल कई कारणों से वहां पर पोलिटिकल इश्यूज चल रहे हैं।

हमारे मित्र साठे साहब जब यहा पर बोल रहे थे तो उन्होने भी कहा कि मराठवाड़ा एक पिछड़ा हुआ हिस्सा है। यह पहले हैदराबाद राज्य मे था। हैदराबाद से महाराष्ट्र राज्य मे आने के बाद एक इंच रेलवे लाइन का भी फर्क वहा पर नही हुआ है। इतनी ही नही, जो ट्रेन काछीगुडा-मनमाड रेलवे लाइन कहलाती है वह कभी भी राइट टाइम पर नही पहुंकती है। हमको बम्बई जाना पड़ता है लेकिन मनमाड मे ट्रेन लेट होने की वजह से रात मे 4–6 घंटे बिताने पड़ते हैं। मैंने इस सम्बन्ध मे पचासो कम्पलेन्ट्स दी हैं कि बम्बई महाराष्ट्र का कैपिटल होने की वजह से मराठवाड़ा एरिया से बहुत से लोगो को आना पड़ता है लेकिन उनको कभी ट्रेन का कनेक्शन नही मिलता है। गाड़ी कभी भी टाइम पर नही पहुचती है। मैंने स्वय जनरल मैनेजर से भी प्रार्थना की कि गुरुद्वारे के दर्शन के लिए वहां पर 4–6

[श्री वी० वी० तरोडकर]

मेले लगते है और बड़ी सख्या मे सरदार लोग आते हैं इसलिए कम से कम एक स्पेशल बोगी मनमाड से और नादेड से लगा दी जाये । उन्होने कहा कि इस पर हम ध्यान देंगे लेकिन आजतक कोई ध्यान नही दिया गया है। मेरी आपसे प्रार्थना है कि मनमाड पर भी एक स्पेशल बोगी मराठवाडा से आने वाले लोगो के लिए बाम्बे की तरफ के लिए लगनी चाहिए। पहले नादेड से चार फर्स्ट क्लास और 8 थर्ड क्लास का रिजर्वेशन होता था परन्तु वह भी अब नही होना है। हमारा एरिया जो है वह सिकन्दराबाद से लगा हुआ है । काछीगुडा-मनमाड लाइन साउथ सेन्ट्रल जोन, सिकन्दराबाद के डिवीजन मे है लेकिन सिकन्दराबाद मे हमारी कोई सुनवाई नही होती है इसलिए काछीगुडा-मनमाड लाइन को सेन्ट्रल जोन बाम्बे मे जोडा जाये।

मेरी मत्री महोदय मे यह भी प्रार्थना है कि काछीगुडा-मनमाड लाइन पर पूर्णत बहुत बडा जक्शन है। वहा पर कई साल तक रेलवे के लोगो ने हाई स्कूल की माग की थी लेकिन उनकी कोई सुनवाई नही हुई । अभी अभी मैट्रिक तक की गारन्टी दी गई है कई सालो के झगडे के बाद। मेरी आपसे यह भी प्रार्थना है जैसा कि मेरे साथी साठे जी ने भी कहा महाराष्ट्र मे मराठवाडा बहुत पिछडा हुआ इलाका है इसलिए वहा पर आदिलाबाद-पूर्णा रेल लाइन को राजुरा तक जोडा जाये। इससे वहा पर कोयला और लोहा मिल सकेगा और इन्डस्ट्रीज भी खोली जा सकेगी। इससे नार्थ और साउथ भी कनेक्ट हो सकता है। पिछडे हुए इलाके मे इडस्ट्रीज खोली जा सकती हैं।

मैं फिर से आप से एक ही प्रार्थना करना चाहता हू कि मनमाड से मुदखेड लाइन के कन्वर्शन के बारे मे जो आपने कहा है उसको आप करें। इससे हमारे जिले की जनता को सुविधा होगी और उस इलाके का डिवेलेपमेंट हो सकेगा। प्राइम मिनिस्टर ने जो वक्तव्य दिया है उसको ध्यान मे रखते हुए और उन्होंने जो कुछ कहा है उसको ध्यान में रखते हुए उसके कन्वर्शन के काम को आप जल्दी पूरा करे। इतना ही मेरा आप से निवेदन है।

श्री चद्रिका प्रसाद (बलिया) : रेलवे मत्रालय की मागो का समर्थन करते हुए मैं नए मत्री जी को बधाई देना चाहता हू कि उनकी दृष्टि पिछडे हुए क्षेत्रो की तरफ गई है। उन्होने पिछडे हुए क्षेत्र मे एक मीटिंग की थी और वहा पर कुछ आश्वासन भी दिए थे। मैं चाहता हू कि जितने भी पिछडे हुए क्षेत्र है कम से कम उन से जा कर वहा की समस्याओ का वह अध्ययन करे, वहा एक-एक मीटिंग करे और देखे कि उन क्षेत्रो मे रेलो का विकास किस तरह से हो सकता है। ईस्टर्न यु० पी० और वैस्टर्न बिहार मे हम चाहते है कि एक मीटिंग वह जरूर करे। यह बहुत पिछडा हुआ क्षेत्र है। वहां रेलो का विकास किस तरह से किया जा सकता है, इसका वह अध्ययन करे। वहा पर ब्राड गेज लाइन नही है। कोई भी ट्रेन नही है।

रेल मत्रालय का जो बजट है वह केवल अफसरो के लिए या फाइनेंसशल कमिशनर के लिए नही है या उनके लिए ही नही बनाया जाता है। पालिमेंट के मैम्बरो को भी इसकी आसानी से जानकारी हो सके, ऐसा इसको बनाया जाना चाहिए । जो तरीका इसमे रखा गया है उससे कुछ समझ मे नही आता है। कुछ ढूढ नही पाते हैं। इस वास्ते इसको भी बदला जाना चाहिए और इसको ऐसा बनाया जाना चाहिए कि आसानी से समझ मे आ जाए।

अब मैं आइटम नम्बर चार पर आता हू । रेल मत्रालय हिन्दी की बडी उपेक्षा कर रहा है। 5 जनवरी, 1973 के पत्र को आप देखे तो आपको पता चलेगा कि रेल मत्रालय ने यह आदेश जारी किया है कि जो

कर्मचारी हिन्दी मे परीक्षा देना चाहता है वह दे सकता है, हिन्दी के माध्यम से परीक्षापत्र का उत्तर दे सकता है । लेकिन प्रश्नपत्र आप अग्रेजी मे देते हैं । यह ठीक नही है । प्रश्नपत्रों का हिन्दी मे अनुवाद करा कर परीक्षार्थियों को आप को देना चाहिए ।

उत्तर पुस्तिकायें जो हिन्दी मे दी जायेगी उनके लिए आपने कहा था कि उनका मूल्यांकन कराया जायेगा । रेलवे बोर्ड के आदेश के अनुसार जिन परीक्षार्थियो ने हिन्दी मे प्रश्नो के उत्तर दिए उनकी उत्तर पुस्तिकाओ का मूल्याकन नही कराया गया है । इस कारण मे कई लोग है जिन का प्रोमोशन रुका हुआ है जिन को ग्रेड नही मिल रहा है । उनको डिटेन कर लिया गया है । मै प्रार्थना करता हू कि उत्तर पुस्तिकाओ का आप शीघ्र मूल्याकन कराये और जिन का प्रोमोशन रूका हुआ है, उनको आप प्रोमोशन दिलाये ।

रेलवे सर्विस कमीशन द्वारा जो परीक्षाये आयोजित की जाती है उनका माध्यम अग्रेजी रखा जाता है । जो हिन्दी भाषी क्षेत्र है विशेषकर मेरा आपसे निवेदन है कि वहा के वास्ते आप हिन्दी माध्यम कर दे और लोगो को छूट दे दें कि अगर वे हिन्दी माध्यम से परीक्षा मे बैठना चाहें तो उनको इसकी छूट होगी । ऐसा चूकि नही हो रहा हैं इस वास्ते उनके सामने कठिन स्थिति उत्पन्न हो रही है । वे अग्रेजी मे उत्तर देते हैं तो पास नही हो पाते है । बडा भारी सकट हमारे लोगो के सामने इस कारण से उपस्थित हो गया है । हमारे इलाके मे बेकारी फैली हुई है । उन बेचारो को कही नौकरी नही मिल पा रही है । आपने हिन्दी को राष्ट्र भाषा माना है । इस वास्ते कम से कम आप हिन्दी भाषी क्षेत्रो मे हिन्दी मे उत्तर देने की छूट वहां के लोगो को तो दें । इससे राष्ट्र भाषा तरक्की करेगी ।

आपने यह भी कहा है कि रेलवे सर्विस रूल्स और रेलवे नियम उनको जो परीक्षा मे शामिल होगे, हिन्दी मे नही दिये जायेगे । इससे बडी कठिनाई पैदा होगी । उनको भी आपको हिन्दी मे देना चाहिये ।

आपने अपने सर्कुलर मे कहा है कि पोलिटिकल सफरर हैं उनको कुछ सुविधायें दी जायेंगी । जो हायर सेकण्डरी या हाई स्कूल मे हैं उनको इटरमीडिएट समझा जाएगा और जो इटरमीडिएट हैं, उनको बी० ए० समझा जायेगा और उस हिसाब से उनको तरक्की दी जायेगी । एज की छूट भी आपने दी है । ये जो पौलिटिकल सफरर है इनकी कोई सुनवाई नही होती है ऐसा मैंने अनेक केसिस मे देखा है । एक केस मैं आपको बतलाना चाहता हू । सुरेन्द्रनाथ श्रीवास्तव जो कि क्लर्क है और उसका हक भी पी० डब्ल्यू० डी० आई० का बनता है उनकी कोई सुनवाई नही हुई है । कम से कम ऐसे जो केसिस है उनकी सुनवाई तो होनी ही चाहिये ।

हमारे कम्यूनिस्ट मित्र ने ठीक ही कहा है कि एक ट्रेड मे एक यूनियन होनी चाहिये और सारी कैटेगरीज का एक फैडरेश बनना चाहिये । उस तरह से वर्कर्ज पार्टिसिपेशन मैनेजमेट मे आसानी से हो सकता है । लेकिन अभी तक इस प्रकार की स्थिति नही आ पाई है । जब तक, ऐसा नही होता है तब तक आप मान्यता प्राप्त यूनियनो के अध्यक्षो और अधिकारियो को लेकर यह समझे कि रेलवे वर्कर्ज का पार्टिसिपेशन हो गया तो यह ठीक नही होगा । हम चाहते है कि सब कर्मचारियो के नुमाइदा को लेकर सबको भागीदार मैनेजमेट मे बनाया जाये । तभी सही अर्थों मे वर्कर्ज पार्टिसिपेशन हो सकेगा ।

[श्री चंद्रिका प्रसाद]

अब मैं सबस्टीट्यूट्स और कैज्युअल लेबर के बारे में कुछ कहना चाहता हूं। यह बड़ा भारी पब्लिक सैक्टर अंडरटेकिंग है जिसमें कुली से ले कर अफसर तक काम करते है। जहां तक कैज्युअल लेबर का प्रश्न है रेलवे मंत्रालय के अधिकारियों ने इसकी बड़ी उपेक्षा की है। यह कहा जाता है कि छः महीने लगातार वे काम करें तो उनके परमानेंट कर दिया जायेगा। लेकिन कभी ऐसा दिन नहीं आता है कि छः महीने उनके पूरे होने दिये जायें। एक दो महीने के बाद उनको हटा दिया जाता है और फिर रख लिया जाता है। इस तरह से उनकी सर्विस में ब्रेक पैदा कर दिया जाता है। वे बेचारे चार, पांच और छः बरस से इसी तरह से पड़े हुये हैं और आज तक भी कैज्युअल लेबर हैं। समाजवाद के नाम पर, गरीबी हटाने के नाम पर इतना बड़ा वर्ग परेशान हो और कठिनाई रहे यह ठीक नहीं है। उनको बेशक आप परमानेंट करें लेकिन परमानेंट लोगों को जो सुविधा मिल रही हैं वह तो उनको कम से कम आप दें। बहुत लम्बे अर्से तक आपको उनको कैज्युअल लेबर के तौर पर नहीं रखना चाहिये और अगर आप रखते हैं तो कम से कम कुछ अर्से के बाद आप उनको वही सहूलियतें देनी तो शुरू कर दें जो आप परमानेंट को देते हैं।

अब मैं सबस्टिट्यूट्स के बारे मे कुछ कहना चाहता हूं। नियम यह है कि अगर सबस्टीट्यूट साल भर काम कर चुका हो या उसकी सर्विस साल भर पहले इनिशिएट हो गई हो तो उसको रेलवे सर्विस कमीशन के सामने नहीं आना पड़ेगा, उसको परमानेंट कर दिया जाएगा। लेकिन कई केसिस में ऐसा नहीं किया गया है। मैं आपको एक उदाहरण देना चाहता हूं। गुलाम नवाजिश अली एक आर्ट टीचर था डी० एल० डब्ल्यू० वाराणसी में। उसको निकाल दिया गया है, उसको परमानेंट नहीं किया गया है। उसको परमानेंट अपने पर रखा गया था लेकिन चूंकि उसके साथ ब्रेकअप-ट्यूट शब्द लगा दिया गया था और उसको कायदे के अनुसार परमानेंट कर दिया जाना चाहिये था लेकिन नहीं किया गया। आज वह भिखारियों की तरह मारा मारा फिर रहा है। वह पौलिटिकल सफरर का लड़का है। उस तरफ भी आपका ध्यान जाना चाहिये।

अब मैं बैंडर्ज के बारे में कुछ कहना चाहता हूं। वे बहुत बड़ा संख्या में हैं। सभी रेलों में वे काम कर रहे हैं। दस दस और पन्द्रह-पन्द्रह साल से वे टैम्पोरेरी पड़े हुये है। उनकी हालत कैज्युअल लेबरर से भी बदतर है। जब चाहें उनको हटा दिया जाता है। शीघ्र से शीघ्र उनको भी परमानेंट किया जाना चाहिये और उनको भी सभी फैसिलिटीज जो परमानेंट को दी जाती है, दी जानी चाहियें।

सप्ताह में तीन बार डी लक्स वाराणसी होकर जाती है। दो बार मुगलसराय होकर जाती है। वाराणसी वाली को बाया बक्सर पटना हो कर जाना चाहिये लेकिन वह जाती है गया होकर। बक्सर में उसका स्टापेज होना चाहिये। रामायण काल से बक्सर एक धार्मिक और ऐतिहासिक स्टेशन है।

राजधानी एक्सप्रेस से आपने कानपुर का तो कोटा कर दिया है लेकिन मुगलसराय का नहीं किया है। इसको आपको करना चाहिये। साथ ही एक सप्ताह में एक बार वाराणसी होकर इसको आना चाहिये और अगर ऐसा नहीं होता है तो वाराणसी से एक्सप्रेस दिल्ली की तरफ और कलकत्ते की तरफ चलाई जाये। राजधानी दक्षिण की तरफ चलाई जाये।

37 अप 38 डाउन को आप चीटबड़ा गांव और संतबार जो हमारे क्षेत्र की व्यापारिक मंडियां हैं में रोकें । फेफना और सागर पाली जो बलिया जिले में हैं प्रमुख स्थान हैं और वहां पर प्रत्येक गाड़ी को रुकना चाहिये । हमारे यहां दो मेले लगते हैं हरिहर क्षेत्र और भगु क्षेत्र । इनके लिये प्रबन्ध सिर्फ बलिया में होता है । लेकिन फिफना और छपरा में सभी यात्री उतर जाते हैं जिससे रेलवे को घाटा पड़ता है । इस वास्ते वहां भी प्रबन्ध होना चाहिये और प्रत्येक गाड़ी को वहां रुकना चाहिये ।

29 अप और 30 डाउन जो दिल्ली से चलती है उसको आप लखनऊ तक ले जाते हैं । मैं चाहता हूं कि उसको आप वाराणसी तक ले जायें । हमारे पार्लिमेंटरी एफेयर्स के डिप्टी मिनिस्टर साहब बेचारे बोल नहीं पाते हैं उनका भी आप खयाल रखें और हावड़ा लखनऊ एक्सप्रेस तो सुलतानपुर हो कर जाती है उसको आप कानपुर तक ले जाएं । शाहगज सुलतानपुर ट्रेन को लखनऊ तक किया जाए । साथ ही एक ओवरब्रिज सुलतानपुर के पास बनना चाहिये । इसी प्रकार बलिया में भी रेलवे क्रासिंग के पास एक ओवर ब्रिज बनाने की बात थी । उत्तर प्रदेश सरकार ने नौ लाख रुपया भी दिया अब तक बन नहीं पाया । यह कहा जाता है कि कुछ टैक्नीकल कठिनाइयां हैं । अच्छा यह हो कि इस ओवर ब्रिज को यहां न बना करके आप रेलवे का शंटिंग ही पूर्व की तरफ कर दें । समझ में नहीं आता कि यह शंटिंग आज के युग में क्यों पश्चिम की तरफ की जाए और क्यों न पूर्व की तरफ की जाए ।

हमारे के० सी० पांडे कल एक बात भूल गए । मैं उसको कह देता हूं । उत्तर प्रदेश के पूर्वांचल की एक महत्वपूर्ण मांग बहुत दिनों से रही है और वह यह है कि मगहर से बखिरा सेहदावल, सांथा, बांसी होते हुए डरीयागज से नौगढ़ तक एक रेल लाइन बनाई जाए । इस ओर भी आप ध्यान दें ।

हमारे क्षेत्र में दल छपरा, छांता और जिगनी खास हाल्ट स्टेशन हैं इनको आप फ्लैग स्टेशन करें । कई बार [illegible] रे में निवेदन किया गया है लेकिन रेलवे कहती है कि घाटा पड़ता है । दो स्टेशनों को फ्लैग करने में 90 रुपये और 403 का घाटा है और बाकी दो को करने से 2500 और 3500 का घाटा है । लेकिन यह घाटा भी गलत बताया गया है क्योंकि अगर गुडज और फारेन पार्सल्ज की फीजिबिलिटी को जोड़ा जाए क्योंकि हमारे क्षेत्र में पोटटोज और फिशरीज बहुत होती हैं, उनक जान माना यह क्षेत्र हैं और इन स्टेशनों को पूर्ण स्टेशन बना देने से जब माल आना जाना शुरू होगा तो आपको फायदा हो फायदा होगा । रेल विभाग ने इसको इस निगाह देखा नहीं है । कृपा करके आप इनको फुल फ्लैग्ड स्टेशन बनाए ।

में यह भी चाहता हू कि वराणासी से सिलिगुड़ी तक एक एक्सप्रेस गाड़ी चलाई जाए और अगर यह सम्भवन हो तो गोहाटी की जो बोगी इलाहाबाद से आती है उसको बलिया में लगाया जाये और सिलिगुड़ी की बोगी भी बलिया से लगाई जाए । साथ ही गोहाटी वाली बोगी को डिब्रूगढ़ तक कर दिया जाए ।

गोरखपुर और बरेली में कोच फैक्ट्री बनाई जाए । वर्कशाप वहां पहले से मौजूद है । बहाउद्दीन लकड़ी भी बहुत मात्रा में मिलती है । इस से वहां के लोगों को रोजगार मिलेगा और अपना पिछड़ापन दूर करने में उनको मदद मिलेगी ।

ए एस एम्ज रिफ्रेशर ट्रेनिंग नहीं हो रही है क्योंकि स्टाफ की भरती नहीं की जा रही है । यह भरती की जाए और रिफ्रेशर ट्रेनिंग का प्रबन्ध किया जाए ।

[श्री चंद्रिका प्रसाद]

कमर्शियल क्लर्क्स के वास्ते स्ट्रेंथ सैंकशड से लेकिन भरती नही हो रही है । इस कारण से उनको छुट्टी नही मिलती है और न ही उनका प्रोमोशन हो पा रहा है । उनकी सैंकशड स्ट्रेंथ को भी आप भरे ।

मै इस पक्ष में हूं कि एक ट्रेड मे एक यूनियन होनी चाहिये । लेकिन आप रिकग्नाइज्ड यूनियन के साथ ही डील करते हैं । मान्यता प्राप्त यूनियन सभी कर्मचारियो की समस्याओ को हल नही करवा पाती है और यही कारण है कि अलग-अलग कैटगरीज की यूनियन बनी हुई है । उनकी सख्या भी बहुत बडी है । रेलवे ट्रेड ऐक्ट में यह है कि अगर कुछ हद तक वर्कर किसी यूनियन मे है तो आपको उस यूनियन को मान्यता देनी पडेगी । मै समझता हू कि अगर मतगणना कराई जाए तो सभी कैटगरीज यूनियन मान्यता प्राप्त करने की हकदार हो जाएगी । इस वास्ते जब तक एक ट्रेड मे एक यूनियन नही बनती तब तक आप इन सब को मान्यता दे वर्ना झगडे खडे होगे और रेलव को भी नुक्सान होगा ।

हमारी रेलवे कनवेन्शन कमेटी ने नार्थ ईस्ट्रन फ्रेटियर रेलवे की कुछ लाइनो पर डिविडेंड देने के दायित्व से छूट दे दी है, जो घाट मे जा रही है । मत्री महोदय ने प्लानिग कमीशन को लिखा है कि प्रति वर्ग 200 मील की लाइनें उन प्रदेशो सें खोलने की अनुमति दी जाये, तो यातायात की सुविधा न होने के कारण पिछडे हुए है । मेरा सुझाव है कि ऐसी लाइनो पर भी डिविडेंड की छूट दे दी जाये, ताकि उन पिछडे इलाको की तरक्की हो सके । जो रेलवे लाइन सामाजिक या प्रादेशिक उन्नति के लिए बनाई जाय, रेलवे को उन पर पूरी छूट देनी चाहिए । रेलवे फूडग्रन्ज पर किराया में छूट देती है, वह विदेशी आयात के सामानो पर भी कुछ छूट देती है और यह आचलिक यात्रियो के किरायो मे भी रियायत देती है । इन रियायतों का लाभ समाज और देश को होता है और नुक्सान रेलवे को उठाना पड़ता है । मैं समझता हूं कि इन सब रियातों का मूल्यांकन कर के रेलवे को डिविडेंड देने के दायित्व से छूट देनी चाहिए ।

जो लाइने कामर्शल आधार पर बनाई जाये, उन का औचित्य भली भांति देख लिया जाना चाहिए । केवल वही लाइन आर्थिक दृष्टि से उचित मानी जानी चाहिए, जिन से कम से कम 10 परसेंट रिटर्न मिल सके । इस दृष्टि से गुटकल-बगलोर लाइन का बडी लाइन मे कनवर्शन कामर्शली जस्टिफाइड नही है, लेकिन उस को ले लिया गया जब कि देहली-अहमदाबाद और लखनऊ-अलीपुरद्वार जैसी महत्वपूर्ण छोटी लाइनो को छोड दिया गया है । आवश्यकता इस बात की है कि एक सिस्टमेटिक और प्लान्ड तरीके से इस बारे मे नीति निर्धारित की जानी चाहिए । देश के पिछडे भागो मे नई लाइने बिछाई जानी चाहिए और छोटी लाइनो को बडी लाइनो मे परिवर्तित किया जाना चाहिए । ऐसा नही होना चाहिए कि एक मत्री आये और वह अपनी इच्छानुसार किसी योजना को कार्यान्वित करा दे और अन्य महत्वपूर्ण योजनायें पडी रही । चाहे कोई भी मत्री हो, एक योजनाबद्ध तरीके से यह काम होना चाहिए ।

मेरे क्षेत्र मे, जो एक पिछडा हुआ क्षेत्र है, बारबकी समस्तीपुर लाइन को बडी लाइन मे बदला जा रहा है । लेकिन उस के लिए 1976 का जो टारगेट निश्चित किया गया है, वह बहुत लम्बा है । इस काम को कम से कम 1974 तक पूरा कर देना चाहिए । मडुवाडीह भटनी लाइन का सरवे हो चुका है और उसको सैंक्शन कर दिया गया है, लेकिन अभी तक उस को प्रायर्टी नही मिली है । उस को सैकड प्रायर्टी दी जानी

चाहिए । इसी तरह मेरे क्षेत्र में शाहगंज-छपरा लाइन को ब्राडगेज करने के लिए उस का सरवे किया जाना चाहिए और वाराणासी-छपरा लाइन को ब्राडगेज किया जाना चाहिए । शाहगंज से छपरा तक 294-डाउन ट्रेन को एक्सप्रैस बनाया जाना चाहिए और उस को मुजफ्फरपुर तक चलाना चाहिए । मैंने पहले भी माग की है कि मेरे क्षेत्र, बलिया मे बेलथारा रोड से बांसडीह वाया मनियर और बेलथारा रोड से रसरा वाया नगरा तक नई रेलवे लाइन बिछाई जानी चाहिए ।

मेरे क्षेत्र मे एक तरफ ब्राडगेज लाइन है और दूसरी तरफ मीटर गेज लाइन । पूर्व से पश्चिम की ओर तो ट्रेन चलती है, लेकिन उत्तर को दक्षिण से और ब्राडगेज को मीटरगज से मिलाने के लिए आरा से सुलेमनपुर, भाटपार से रेवती और बक्सर से चौसबडागाव को मिलाने की व्यवस्था की जाये ।

मेरे क्षेत्र मे माझी का पुल, जो उत्तर प्रदेश और बिहार को मिलाता है और तुरतीपार और बेलथारा रोड के बीच घाघरा नदी पर का पुल, ये दोनो सौ बरस पुराने हो चुके है । या तो वे ब्रिज नामीनल कास्ट पर स्टेट गवर्नमेंट को दे दिये जाये और या उन पर पैदल चलने वालो आदि को एलाऊ किया जाये ताकि लोगो को आने जाने मे सुविधा हो ।

श्री चिरंजी झा (सहरसा) उपाध्यक्ष महोदय, मैं आप के माध्यम से रेल मत्री का ध्यान उस क्षेत्र की ओर ले जाना चाहता हू, जो देश से और बिहार मे, सब से पिछडा है । मेरा तात्पर्य सहरसा जिले से है । आज से चालीस वर्ष पूर्व जितनी लम्बी रेलवे लाइन उस जिले मे थी, आज वहा उतनी भी नही है । कोसी के आक्रमण के बाद वह रेलवे लाइन ध्वस्त हो गई । कोसी को नियंत्रित करके और दो बांधों के बीच बांध देने के बाद भी उन बांधो से बाहर भी कोई लाइन बिछाने की व्यवस्था नहीं की गई है । मैं रेल मंत्री को इस बात के लिए धन्यवाद देता हूं कि उन्होंने अपने बजट भाषण मे यह घोषणा की है कि वह पुरानी रेलवे लाइनो को फिर चालू करने की व्यवस्था कर रहे है । मैं उन से आग्रह करूंगा कि वह यथाशीघ्र हमारी उस लाइन को चालू करने की व्यवस्था करो ।

सहरसा जिले मे निर्मल्ली बाजार एक बडा व्यापारिक केन्द्र और नेपाल की सीमा के निकट एक प्रमुख स्थान है । यहा के लोगो को जिले के प्रधान कार्यालय सहरसा आने के लिए रेल से 25 किलोमीटर की दूरी तय करते हुए मधुबनी, दरभगा, समस्तपुर और बेगुसराय जिलो को पार करना पडता है और सब-डिवीजन के प्रधान कार्यालय स्थान सुपौला तक आने के लिए 275 मील का चक्कर लगाना पडता है । इस लिए जल्दी से जल्दी निर्मल्ली बाजार से मरायगढ तक लाइन को चालू किया जाये जिस की दूरी केवल पन्द्रह किलोमीटर है । कोसी मे पार्श्ववर्ती सडक पर जो पुल बनाने की बात हो रही है, उस को रेल सह-सडक बनाने की व्यवस्था की जाये ।

सहरसा जिले मे वीरपुर एक स्थान है, जो नेपाल की सीमा पर अवस्थित है और वह कोसी प्राजेक्ट का प्रधान कार्यालय है । अभी तक उस का रेल से कोई सम्बन्ध नही हो सका है । हाल ही मे बिहार सरकार से उस को अनुमड, सबडिविजन, का दर्जा दे दिया है । मैं निवेदन करूगा कि उस को रेलवे लाइन से मिलाया जाना चाहिए । बथनाहा से भीमनगर तक की नैरोगेज लाइन को, जिस पर कोसी प्राजेक्ट का

[श्री चिरंजीव झा]

सामान लाया जाता है, मीलरगेज मे बदल कर लोगो को तत्काल राहत दी जाये और बाद मे मधेपुरा से वीरपुर तक सीधी लाइन बिछाने के लिए सर्वेक्षण किया जाये और फिर इस काम को हाथ मे लिया जाये ।

बिहारीगज और सिमरी बख्त्यारपुर के बीच केवल सात मील का अन्तर है । यह फ़ासला तय करने के लिये लोगो को 45 मील का चक्कर लगा कर आना पडता है । इस लिये बिहारीगज और सिमरी बख्त्यारपुर को रेलवे लाइन से मिला देना चाहिए, ताकि लोगो को सुविधा हो ।

सहरसा नया जिला बना है और उस के बाद वह कोसी कमिश्नरी का भी हैड-क्वार्टर हो गया है । लेकिन उस की कचहरी मुख्य स्टेशन से दो ढाई मील दूर पडती है । हर जिले मे करीब-करीब कचहरी स्टेशन है । इस लिए सहरसा मे भी कचहरी की व्यवस्था की जानी चाहिए जिसके अभाव मे कचहरी वाले लोगो को काफी कष्ट उठाना पडता है ।

सहरसा स्टेशन के उत्तर की तरफ मधेपुरा–सहरसा रोड लगी हुई है । उस पर ओवरब्रिज की व्यवस्था करनी चाहिए । चूकि यातायात की बडी कठिनाई हो रही है, इस लिए उसकी नितान्त आवश्यकता है ।

एकमाबीना हाल्ट इतना प्रमुख हाल्ट है कि उस पर एक साधारण स्टेशन के बराबर टिकट कटते हैं इस लिए उसको स्टेशन में परिवर्तित कर देना चाहिए कदमपुरा हाल्ट पर भी नियमित रूप से रुका सकान

मानसी-सहरा लाइन पर ट्रेन में जो भीड रहती है, मैं उस की ओर रेल मत्री का ध्यान खीचना चाहता हू । लोग डिब्बो में भेड-बकरियो की तरह लदे रहते हैं । इस का कारण यह है कि ट्रेन बहुत कम होती हैं और वे बहुत छोटी होती हैं । इस लिए मै रेल मत्री से निवदन करना चाहूगा कि उस लाइन पर ज्यादा ट्रेन और ज्यादा लम्बी ट्रेने चलाई जाये ।

सहरसा जिले के दो प्रखड, सिमरी बख्त्यारपुर तथा कोपडिया, सहरसा के दक्षिण की ओर पडते हैं और सहरसा कमिश्नरी का एक जिला बेगुसराय भी सहरसा के दक्षिण और पश्चिम की ओर पडता है । लेकिन उन लोगो के कचहरी आने के लिए कोई भी समुचित ट्रेन की व्यवस्था नही है । इस लिए कम से कम एक ट्रेन सुबह 7 बजे मानसी से चले और वह 5 बज शाम को सहरसट्र से वापिस आये । साथ ही अभी जो भी ट्रेन सुपौल तक जाती हैं या आगे जाने वाली हो उन सभी को सरायगढ स्टेशन तक ले जाने की व्यवस्था की जानी चाहिये ।

मै आप से निवेदन करूंगा कि उत्तर बिहार की ओर जो जाने वाले लोगो के लिए डी-सक्स जो दिल्ली से हावडा तक जाती है, उसे मोकामा स्टेशन पर रुकवाने की व्यवस्था की जानी चाहिए ।

गाड़ियों में संयम की जो अनियमितता है यह सब से ज्यादा खलती है । हमारे और मित्रों ने भी इस संबंध में जिक्र किया है । इस तरह की व्यवस्था की जानी चाहिए जिससे कि गाड़ियां अपने नियमित समय पर चले । उस के लिए डीजेल इंजन का ज्यादा से ज्यादा प्रयोग करने की व्यवस्था होनी चाहिए और गाड़ियों में ज्यादा डीजेल इंजनों का इंतजाम होना चाहिये ।

मैं चाहूंगा कि सहरसा हो कर कम से कम एक ट्रेन लम्बे रास्ते को जाने वाली हो । जैसे कि गौहाटी या जोगबनी से लखनऊ, इलाहाबाद, कानपुर तक एक्सप्रेस ट्रेन की सहूलियत सहरसा होकर देनी चाहिए । यह बहुत ही आवश्यक है । पहले सोनपुर से सुपौल तक सीधी ट्रेन चलती थी जिससे लोगो को काफी सुविधा थी। गत वर्ष से इसे बन्द कर दिया गया है । अब पुन सोनपुर से सरायगढ तक एक सीधी ट्रेन चलाने की व्यवस्था की जाये । साथ ही निर्मली से सुपौल या सरायगढ़ तक के लिये एक सीधी ट्रेन सेवा चालू की जानी चाहिये ।

बिना टिकट के जो चलने वाले यात्री होते है उन के लिए सरकार अपनी ओर से जो व्यवस्था कर रही है वह तो करे ही । लेकिन मेरा एक सुझाव है कि वह स्थानीय लोगों का सहयोग प्राप्त करने की व्यवस्था करे । रेलवे लाइन के किनारे ग्राम पंचायत और कोआपरेटिव तथा अन्य स्वयंसेवी संस्थाओं के लोगों से मदद ले तो शायद बहुत सहूलियत उसे इस में हो । इस पर सरकार को सोचना चाहिए । इस आधार पर रेल में हो रही चोरी, डकैती को रोकने में भी मदद मिलेगी ।

इन सुझावों के साथ मैं आप को धन्यवाद देता हूं और मैं चाहूंगा कि इन सब बातों को और रेलवे बोर्ड और रेलवे मंत्रालय ध्यान दे ।

श्री तारकेश्वर पांडे (सलेमपुर) : मैं थोडी सी बातें आप की सेवा में रखना चाहता हू । हम लोग जिस क्षेत्र से आते हैं वह छोटी लाइन का क्षेत्र है पूर्वोत्तर रेलवे का । मैं यह निवेदन करना चाहता हू कि गरीब और अमीर में जितना अंतर है उतना ही छोटी लाइन और बड़ी लाइन में अंतर है । किराया बराबर है । सुविधा कम है । आराम कम है । मैं रेलवे प्रशासन से निवेदन करना चाहता हू कि वह कोई ऐसी व्यवस्था करे कि जब हम से किराया उतना ही लिया जाता है, जब सब प्रकार का खर्च बराबर है तो हम को उसी प्रकार की सुविधा उसी प्रकार का आराम भी मिलना चाहिए ।

एक माननीय सदस्य : नही तो किराया कम करना चाहिए ।

श्री तारकेश्वर पांडे नही तो किराया कम करना चाहिए, आप के इस सुझाव से मैं सहमत हू ।

वाराणसी स्टेशन के संबंध में मैं कहना चाहता हू । सौ वर्ष से ऊपर इस स्टेशन को बने हुए हो गए । जगह जगह मैं देखता हूं कि विश्रामालय नये बन रहे हैं और यह

[श्री तारकेश्वर पाडे]

भी देखता हू कि जो पुराने हैं उन को ऐसा किया गया है कि साजसज्जा और आराम की अच्छी व्यवस्था है । लेकिन काशी बडी विचित्र नगरी है, इस का वेटिंग रूम छोटा कर दिया गया है, साजसज्जा और आराम कम कर दिया गया है । मुझे नही मालूम कि इस का कारण क्या है ? मै चाहता हू कि इस तरफ रेलवे प्रशासन ध्यान दे ।

शाहगज और छपरा क बीच मे जो गाडी चलती है उस की विचित्र स्थिति है । मेरा तो यह अनुमान है कि पूर्वोत्तर रेलवे मे फर्स्ट क्लास, सेकड क्लास, और थर्ड क्लास तीनो मे जितने रिजेक्टेड डिब्बे है वे ही सब इस मे रख दिए जाते है ।इस का पाखाना चाहे किसी भी श्रेणी का हो वह सब गन्दा और टूटाफूटा है । न किसी म शीशा है न किसी मे खिडकी है । डिब्बो की भी यही हालत है । बरसात के दिनो मे यह चूते है । चाहे किसी भी श्रेणी मे यात्रा करें ये चूत है । चारो तरफ से बौछार आती है और गर्मियो म लू आती है । अगर आप बन्द करना चाहे तो बन्द करना बेकार है ।

यह मै महसूस करता हू कि छोटी लाइन जिन क्षेत्रो मे जाती है वह क्षेत्र निर्धन है, गरीब है । सामान के चढाने उतारने का गडहरा मे इतजाम है, वाराणसी मे इतजाम है । उस में चोरिया होती ह। किसी प्रकार की भी व्यवस्था कीजिए, चोरी होती है । अव्यवस्था, कमी और चोरी ये तीनो उस मे निहित है । इस का अत तभी हो सकता है जब कि छोटी लाइन की व्यवस्था का अत किया जाये । मुझे बडी प्रसन्नता है कि इस की व्यवस्था हो रही है । लेकिन मैं एक सुझाव पेश कर रहा हू । इस के बारे मे आप विचार कर ले । पैमाइश हो चुकी है, जाच पडताल हो चुकी है । यह मैं दस वर्ष से सुन रहा हू । मैं यह समझता हूं कि भटनी से वाराणसी तक बडी लाइन की व्यवस्था कर दी जाय तो वहा की जनता को बहुत ज्यादा आराम पहुचेगा ।

आर पी एफ का सगठन रेलवे के सामान की सुरक्षा के लिए है । सिद्धांत बहुत अच्छा है और सी आर पी का भी प्रबन्ध है । यह भी जुर्मों को रोकने के लिए है । यह भी अच्छा है । लेकिन इन लोगो मे सामजस्य नही है । ये दोनो मिल कर काम नही करते है । इन दोनो मे से किसी एक की व्यवस्था रहनी चाहिए और नही तो दोनो मे सामजस्य होना चाहिए ।

एक बात मै कर्मचारियो के सबध मे कहना चाहता हू । इस पर आप विचार कर ले । मै बडा पुराना मेम्बर हू । अपने अनुभव से मै कहता हू । हमारी तरफ के आदमी आसाम मे काम करते है, बरेली के क्षेत्र मे काम करते है गुजरात मे काम करते है। वेतन कम पाते है। अगर ऐसी व्यवस्था हो कि उन का तबादला उन के घरो के समीप कर दिया जाय तो इस मे रेलवे प्रशासन को कोई क्षति नही पहुचेगी, इस प्रकार का आवेदन पत्र देते-देते हम थक जाते है । आर पी एफ का एक कास्टेबल अपने घर से पाच सौ मील की दूरी पर है । अगर अपने घर से सौ मील की, बीस मील की दूरी पर जाए तो रेलवे प्रशासन का कोई बहुत बडा

नुकसान नहीं है, उसका लाभ ही होगा । इसलिए मैं चाहता हूं कि रेलवे प्रशासन स्वयं इन चीजों पर विचार करे और ऐसी व्यवस्था करे कि जो रेलवे के छोटे छोटे कर्मचारी हैं, दूर जगहों में जा कर काम करते है वे अपने घरों के समीप आ जाए तो बड़ा लाभ होगा ।

एक निवेदन और करना है । पूर्वोत्तर रेलवे स्टेशन से मगहर से बखिरा, मेहदावल, सांथा, बासी, डुमरिया गज होते हुए नौगढ़ तक एक रेल लाइन बिछाई जाए ।

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): My intervention would be rather short and I will deal with certain problems which have been raised by the hon. Members.

I have seen that hon. Members both in the Opposition and from this side, have evinced keen interest in the staff welfare. The problem of the staff of the Indian Railways has to be understood in the background of this fact that the railway system in India is the largest railway system in Asia with about 60,170 route kilometres.

15.00 hrs.

[SHRI K. N. TIWARY *in the Chair*

We are running 10,900 trains per day and there are about 7,039 stations. We carry 7 million people per day and about 0.55 million tonnes of cargo per day. It is against this background that the problem of the staff of the Indian Railways should be looked at. The staff numbers about 1.7 million which includes about 0.33 million of casual staff.

Certain opposition Members and also Members on this side have been telling us about the functioning of trade unions. According to present categoriation of railway staff, there are 700 categories of employees in the Railways. Category-wise if you go, you will find, you will have no less than 700 unions in the railways. Today we have recognised two unions in the Indian Railways. It will be our endeavour to see that there is one union functioning in the Indian Railways.

श्री सरजू पाण्डे : (गाजीपुर) आप यह बतलाइये कि रिकगनीशन का बैसिज क्या है ?

SHRI MOHD. SHAFI QURESHI: If any occasion arises for us to go by the strength of any union, we will not hesitate to do so, we will not hesitate to make that check also.

Some doubts were expressed on the point whether due to modernisation in the Indian railways some staff would be retrenched I would like to tell the hon. Members that there will be no retrenchment of staff due to modernisation in Indian railways. It will be our endeavour to see that with proper training and modernised equipments etc. they can serve better, and they can be better utilised. So, there will be no retrenchment so far as modernisation is concerned.

It is true that we said that in regard to our traction system so far as steam is concerned, this is now a little outmoded and we are going in for diesel and electric tractions. The staff working on steam traction will be utilised and first trained so that they can run diesel and electric locomotives.

With regard to amenities to staff, we attach considerable importance to various aspects like housing, medical facilities, recreational facilities for the employees and their families, etc. 5,28,900 residential quarters have been provided to Indian Railway staff. 653 hospitals with 10,376 beds are provided to look after medical health of

[Shri Mohd. Shafi Qureshi]

employees and their families and about 1.6 lakh patients could be catered. These hospitals and health units provide daily treatments to railway employees and their families. Regarding educational facilities also, 751 schools including three intermediate colleges are functioning with the number of children being 1.5 lakhs who are studying in these schools. We have also provided recreational facilities for our employees and there are holiday-homes which are provided at various hill stations for the facility of railway employees.

When I said one union, it does not prevent other people to bring up their grievances and complaints to the authorities concerned.

SHRI SARJOO PANDEY: Your General Manager refused to talk to me; he refused to see me, saying, you are not from the representative trade union and so you should not talk to me.

SHRI MOHD SHAFI QURESHI: The hon. Member knows he is meeting officers; he is meeting me and he knows that whenever he asked for a meeting I have not hesitated even for a split-second, to meet him.

Sir, instructions have been issued that negotiations, directly and round the table, can be had only with the recognised unions. We are not going to change this position because we have recognised only two unions for the time being. But this does not mean that Members of Parliament and other people who have some valuable suggestions to make for the improvement of the railways or any grievance of the railway employees will not be listened to. I wish to make it clear that any grievance from any member of the staff will be properly looked into.

We have also, in our endeavour to help the staff, decided that on various stations where loading and unloading is done we should try to give this work to the labour cooperatives. I would request the hon. Members to give us their cooperation in this field to form these cooperatives at various places so that the labourers who are working there actually get the benefit of their hard work.

It is for the first time in the history of the functioning of the railways that a new trend has been developed to bring about close liaison between the labour and the Railway Ministry. It is to bring in the labour and the employees to work together in the fields of effective functioning of the railways and for improving the efficient working of the Indian Railways. As the hon. Members are aware a corporate group of enterprise and labour consisting of Railway Board and representatives of two labour federations has been formed. The broad objectives of the group would be to evaluate the functioning of the railways for improving their efficiency and the appraisal of the investment programmes particularly in regard to housing and welfare services. This is how we are now trying to bring in participation of the labour with the management. This may be on an experimental basis but given the cooperation from the labour side, I am sure, they will not find the cooperation lacking from the managerial side and if both start working with determination and with concerted effort to bring about a better relationship between the two, I am sure, this experiment would succeed.

A point had been raised about casual labour. Shri Arjun Sethi and Shri Ram Avtar Shastri have raised this point. I am quite aware of this problem and want to do my utmost to resolve this. About 3.34 lakhs of casual labourers are working on railways. Of these, 0.8 lakhs are employed at Projects. Casual personnel are engaged in large numbers in various construction projects as also on works which are seasonal or of temporary nature. The nature of employment in projects and seasonal works is such

that once the work is over, then naturally the labour has to move away from that place. Whenever casual labour becomes surplus the railways try their best to employ them in other works in progress in the same area or near-about it. But the difficulty in this case is the labour which had been once engaged at a particular place for a particular work is not inclined to move to another place because they want to remain nearer their homes. Even then it has been our endeavour to see that as and when the vacancy arises a casual labour is employed. A number of measures have been taken in the recent past to improve the absorption of casual labour against regular vacancies. For employment in regular vacancies they are given relaxation in age-limit to the extent of their service as casual labour. It has recently been decided that their medical examination should also be accorded some relaxation. Till a few years ago, casual labour were considered along with outsiders for recruitment to regular Class IV posts.

This has been changed and for the last three years, all class four posts in the railways are being normally filled only from amongst casual labour and substitutes. Since this change in policy, about 50,000 casual labourers and substitutes have been absorbed against class four posts.

SHRI DINEN BHATTACHARYYA (Serampore): During which period? The last ten years?

SHRI MOHD SHAFI QURESHI: Not the last ten years, but I think in the last four or five years.

Some hon. members raised the question of representation of scheduled tribes and scheduled castes. So far as class one officers are concerned, I am myself not satisfied with their representation, but it is my endeavour to see that proper representation is given to the backward people, to the scheduled castes and scheduled tribes. Instructions have issued to the General Managers and Railway Service Commissions to fill the quota allotted to scheduled castes and scheduled tribes. Our difficulty is that in certain areas we are able to fulfil the quota for the scheduled castes, but we are not able to find sufficient number of candidates from the scheduled tribes.

SHRI D. BASUMATARI (Kokrajhar): For his information, there are a number of candidates available in Assam.

श्री लाबू राम (चिलमीर) : यही एक बहाना है अफसरों के पास ।

SHRI MOHD. SHAFI QURESHI: मुझे भी थोड़ी बहुत वाकफियत हो गई है इसलिए अब बहाना नही चलेगा ।

We have told the General Managers and Railway Service Commissions that wide publicity should be given not only in the national newspapers but in the local language papers about the vacancies as and when they arise in a particular zone and separate tests should be held for scheduled caste and scheduled tribe candidates. We have found that if the same test paper is given to the scheduled caste and scheduled tribe candidates as are given to candidates from other castes, they are not able to answer all the questions. So we have relaxed the standard of the papers.

SHRI D. BASUMATARI: In regard to the question of filling up the quota reserved for the scheduled castes and scheduled tribes, we have been trying to get it done through our parliamentary committee. But it is not respected. Only day before yesterday, some people came to me and complained that they were refused a separate test. I have sent the papers to the Minister.

SHRI MOHD SHAFI QURESHI: As for technical and clerical staff, instructions have issued to the General Managers to give special consideration to the scheduled castes and scheduled tribes.

The Service Commission at Calcutta has been asked to investigate whenever visiting schools in the areas to find out if help could be got in attracting suitable candidates.

Shri Sadhu Ram complained that there is no one on the Service Commissions from the scheduled castes. I wish to inform the House that out of the four Chairman of Railway Service Commission, one belongs to the scheduled castes and two to the minority communities. I do not claim any credit for this. But wherever people are available, they should really be given their proper representation even at the highest level. I can assure my hon. friends who have expressed their apprehension about representation of scheduled castes and scheduled tribes that if candidates are available even in grade A—as I said, I am not satisfied so far as recruitment to this grade from these communities is concerned—it would be my endeavour to take people from the scheduled castes and scheduled tribes to fill in posts in classes two and one. I am very hopeful. The hon. member should also be very hopeful. Let us hope for the best.

The average cost per employee is now nearly three times that obtaining in 1950-51. The per capita cost of staff which was Rs. 1,263 in 1950-51 has gone up to Rs. 3,598 in 1971-72.

SHRI DINEN BHATTACHARYYA: You should not give a one-sided picture. You must mention that the fares and freights have also gone up.

SHRI MOHD. SHAFI QURESHI: The darker side of the picture has been assigned to you. I am always an optimist.

Regarding passenger amenities, I have already stated in the House that as against Rs. 2.4 crores per annum for passenger amenities, this sum has now been raised to about Rs. 4 crores. It is true that we have to provide the basic amenities like fans, lights and drinking water supply, latrines and proper booking arrangement, etc., at all the stations. But the problem has not been completely solved. I know the difficulties which are being faced by hon. Members at various places while they are travelling and the general public who travel by the railways, and it has been our endeavour to see that facilities are provided to the travelling public to the maximum extent possible.

I am aware of the inconvenience caused to the railway passengers, especially those travelling in third class compartments, and it will be our endeavour to see that the railways give greater satisfaction to the travelling public in this regard. I must, at the same time, bring to the notice of the House the problems we have in rendering satisfactory service, in the maintenance of amenity fittings and electrical equipment in coaches including lights and fans, which have become a rather very good attraction for thieves and other anti-social elements. Sometimes these fittings are removed at a rate faster than they are replaced, and sometimes we have seen that even before the anti-pilferage device is introduced, even earlier then that, thieves have introduced some other device to defeat our purpose. This race is going on, and it would be our endeavour to take big efforts on our past to see that this type of malpractice is stopped.

Similarly, the railways are making every effort for the passengers who travel, to see that their physical security and their financial security are assured. Certain Members have raised certain doubts about the efficacy and effectiveness of the Railway Protection Force. I have already stated in this House yesterday that the Railway Protection Force has been there for a

long time, and the main job of the Railway Protection Force is to protect the railway property. So far as passenger security is concerned, it is the job assigned to the State Governments, and the Government Railway Police, and the railways are paying about Rs. 3 crores to the State Governments for maintaining these posts. But this does not mean that the railways are absolved of the responsibility of carrying passengers in safe condition from one destination to another destination. It is in this very particular field that we are concentrating these days, and even now, when I am speaking in this House, the Railway Minister is having a meeting with the Home Ministers of various States who have also brought their IGPs with them to tackle this very problem of safe travelling in the railways and to stop theft and pilferages in the railways.

One point which was raised by some Members is about the malpractices in railway reservations. I am aware of the complaints that are received from time to time with regard to the difficulties experienced by the travelling public in securing reserve accommodation, particularly by important mail and express trains on trunk routes. To cope with the increasing demand for reserved accommodation, particularly during peak periods of rush, additional staff are posted at reservation offices and efforts are made to run additional trains. Further, to curb the evil of blackmarketing in railway tickets, regular checks are also carried out at reservation offices and entrains, and whenever any persons are found indulging in any malpractice, thorough enquiries are made and proper action, including prosecution wherever possible, is taken.

The measures taken have, however, not been found to be very effective particularly in regard to the activities of unrecognised Travel Agencies and other anti-social elements. The Government, however, is fully alive to the problem of racketeering in reservations. The problem in its entirety is currently being looked into by a Committee of Members of Parliament set up under the Chairmanship of Shri Krishna Kant, M.P., Rajya Sabha.

Hon'ble Members will recall that along with the proposal to introduce nominal increases in fares, the hon. Minister announced in his Budget Speech that on long distance fast mail and express trains all the accommodation in the third class will hereafter be open to reservation. This should reduce overcrowding on one hand and minimise malpractices on the other.

Some other problems which have been raised by hon. Members will be dealt with by the hon. Minister while he replies to the debate. I am grateful to this opportunity.....(*Interruptions*)

SHRI S. L. PEJE (Ratnagiri): I rise to support the budget demands of the Railways for 1973-74. In his budget speech the hon. Minister referred to laying of certain new lines and the conversion of certain lines from one gauge to another. At present, there is not a single inch of railway line in my region and I am very much doubtful if the needs and aspirations of the people of my region will be fulfilled in the near future as the criteria of taking new lines is rigidly applied to Konkan region. He has mentioned seven new routes and one route is Mangalore-Apta. This route will serve to accelerate the economic and industrial development of the Konkan region. At present there is no communication in Konkan area except a road, that too a bad one. Though it is supposed to be a good road it is not an all weather road; last year in Kolaba district there was a huge landslide and this road was closed for more than 20 days. This means there is no all weather communication in Konkan and that is why people from Konkan demand Mangalore-Apta route. When Mr. Nanda was the Railway Minister, he was convinced of the need for this route and he ordered a survey of this

[Shri S. L. Peje]

route and made a provision of Rs. 20 lakhs. This survey was made during the last three years and people in Konkan thought that their long-cherished dream would be fulfilled. Later on when Mr. Pai took over from Mr. Hanumanthaiya, he was also convinced of the need of this route. Mr. Pai visited Bombay and had discussions with the Chief Minister and he assured him that the railway would be taken up. During last January, the Prime Minister paid a visit to Maharashtra and saw the drought affected area and at a public meeting she declared that these routes have been sanctioned by the Government.

Naturally, the people were happy to welcome this decision. The District Collector and other railway officials of Bombay were asked to go ahead with preparation for the inauguration ceremony. If I mistake not, I think it was fixed for the 5th February, 1973. Arrangements were made for the purpose. Later on, however, there was change in the Cabinet. From Mr. Pai the Railway Ministry was taken over by Mishra. The people of Maharashtra thought that there was a change in the Government as the opening ceremony did not take place as announced. The promise was given by the then Railway Minister Shri Pai and that was corroborated in one of the public meetings by the Prime Minister of India. We do not know what happened to that promise. There is no contradiction either from the Prime Minister or from anyone from the Government of India side with regard to the new line promised to us by the then Railway Minister. But, I am surprised to find now that there is no provision for this new route *i.e.*, Mangalore-Apta line. No doubt the then Railway Minister mentioned that Mangalore-Apta line would be given active consideration by the Government of India. When adequate financial return from investment on this new line is expected because of the development of industrial areas and when the State Government comes forward to bear the cost of the land acquisition, there should be no objection from the Railway Ministry to go ahead with this new line.

This area had been neglected for hundreds of years. To accelerate economic and industrial development of Konkan and to remove regional imbalance, I would urge upon the Railway Minister and the Government to give topmost priority for opening the Mangalore-Apta line.

Lastly I would appeal to the hon. Railway Minister to pay a visit to Bombay and see for himself the miserable plight of the passengers travelling in third class suburban trains especially during peak hours, that is from 9 to 12 in the morning and then in the evening after office hours. I would request him to pay a visit to Bombay and also to travel in the third-class compartments so that he will be able to find the miserable plight of the third-class passengers travelling in the suburban trains

With these few remarks I support the proposal.

SHRI C T DHANDAPANI (Dharapuram): Mr Chairman, Sir, the Ministry of Railways is always standing by the decisions taken by the Board. It is only this ministry which never rectifies the mistakes even after the Members both from inside and outside the Parliament point them out

Firstly I want to say something about the amenities given to the railway employees. The railway employees, after having put in more than 20 to 30 years' of service, are not able to get the housing facilities needed by them. They are not able to avail of the hospital facilities. The amount that is being allotted in the budget for this purpose is very meagre. I do not know whether this Ministry will be able to augment these facilities for their workers with the meagre provision that is made in the budget.

Secondly, the workers in Railways are working for more than forty-five hours in a week According to the international labour organisation's recommendations, there should be only 40 hours work in a week for the workers The casual labour problem remains as it is They have not been regularised by the Railway Ministry They run into lakhs They must be made regular employees

15.30 hrs

[SHRI S A KADER *in the Chair*]

All parties including the ruling party have raised a unanimous voice inside the House that bonus should be given to railway workers Railways are a commercial undertaking and every year they are raising the fares and freights But in return facilities are not provided Bonus is not an *ex-grat a* payment it is the rightful claim of the employees and it should be given immediately I hope Government would come forward with this announcement

The problems of the running staff have been represented many times But the Board and the Minister have not taken any action Even the dining car staff are not getting their benefits The new system of catering introduced between Delhi and Madras have proved a failure because they could not serve good food

HRA and CCA have to be given to the employees working in Tambaram Palam, Pothanur and other places

Rajdhani Expresses are being run between Delhi and Calcutta and also between Delhi and Bombay But when they thought about Madras, they gave up that idea Why? The Jayanti Janata Express has been newly introduced, but it does not stop at Katpadi People from the north come to take treatment at Vellore Hospital But it does not stop there Similarly, it does not stop at Coimbatore, which is an important industrial belt I request the minister to look into this matter

Wagons are always in short supply The minister wrote to me once that the wagon position is satisfactory But only three days back I met the General Manager at Madras and spoke to him about the wagon shortage From Udumalpet and other places in my constituency, gypsum has to be sent to the cement and fertiliser factories But they are not able to get wagons and more than 20,000 employees have been rendered jobless I request the minister to provide more wagons

In the new budget, fertilisers have been charged at 2½ per cent The Central Government supplies fertilisers to the State Government and it increases the price whenever it wants In addition, the railways also are putting a freight of 2½ per cent I hope the minister will give some relief in this regard

The Southern Railway incurs a loss of Rs 6 crores on account of coal alone because coal is supplied at high rates Coal comes from the north and the transport charges are heavy That is why the Southern Railway incurs a loss The Railway Ministry says that where there is a loss new lines will not be given I submit that opening new lines in the south should not be stopped because of the loss which is due to transport charges on coal

About the metropolitan transport project in Madras, it is a wonderful thing which has been mentioned inside the House and in the consultative committee also But they have appointed one officer by name Hari Sinha on Rs 2,750 p m

The Citizens' Forum of Madras have sent a memorandum to all Members of Parliament which says that there are many other officers in this Metropolitan Transport Project They have already spent about Rs 33 lakhs and for the past 20 months they have done nothing It looks as if they are going to wind it up I would request the Railway Minister to look into this

[Shri C. T. Dhandapani]

matter. We are told that this officer is due to retire on 30th April, 1973. He applied for leave which was refused. So, he will continue in service for another four months even though he has done nothing so far. In spite of the repeated requests of the people of that area to take some action in the matter, the Railway Board have done nothing. That is why the Citizens' Forum has now sent an appeal to all Members of Parliament so that they may take it up here.

I would like to say here that even before the Railways set up their Metropolitan Transport project, the Metropolitan Transport Team of the Central Planning Commission with Shri A. V. Decosta, an eminent Railway Engineer, as Chairman and Shri K K Nambiar, former Chief Engineer Highways, and other very great men as members, has very much applauded the work of the Tamil Nadu Government and accepted the recommendations of Shri Rajagopal, Deputy Director, Town Planning, who conducted the traffic studies. The recommendations are (1) to provide an underground Railway between Ennore and Thiruvanmiyur, (2) to provide a circular railway corridor from Ennore to Thiruvanmiyur skirting the present Madras city, touching Ambattur, Anna Nagar, Ashok Nagar, Saint Thomas Mount and Thiruvanmiyur and a third railway terminal at Anna Nagar for both broad-gauge and metre-gauge. I request the Railway Minister that a fresh enquiry be instituted into this matter. Unless there is some such line, it will be very difficult to meet the transport needs of Madras city.

Then I come to the construction of new railway lines. There should be a railway line from Dharapuram to Chamarajanagar via Palani and Satyamangalam. Then, there should be another line from Sathyamangalam to Chamarajanagar. The engineering and traffic survey for the line from Satyamangalam to Palni via Tiruppur and Dharapuram was conducted in 1926-27 but the project was given up on account of financial stringency. This is the one stock reply which we get whenever we make any suggestions about construction of new railway lines.

In this connection, I want to say that the Special Engineer to the Government of Madras, Road Development, stated that the railway alignment, stated that the railway alignroad along which buses are plying and its construction will certainly duplicate facilities of transport and cannot, therefore, be justified. Does it mean that wherever the buses ply, the rail links will not be constructed? Is that the policy of the Government? At the same time, when we made a demand for the Chamarajnagar-Sathyamangalam line the reply was that the report of the reassessment of the earlier surveys has revealed that the rail link will still be unremunerative. So, in one case you take the stand that it will be unremunerative and in another case you say that it would be duplicating the facilities of transport already available There is no consistency between these two arguments.

There is a proposal pending with the railways for the construction of a line from Salem to Teiruchi via Namakkal, Karur and Dindigal. Now the line from Salem to Tiruchi is via Erode, which is a longer route There should be a direct route from Salem to Tiruchi

Then, there is no arrangement for transport by railways from Madras Central to Egmore.

Therefore, a separate facility for passengers from Central Station to Egmore must be provided. The Central Government, the Railway Ministry, should have some rational thinking on it.

Before I conclude, I would like to say one thing. I do not know how they are going to take this into consideration, i.e., the tax on railway

passenger fares under 1957 Act. That was repealed in 1961. The Central Government, the Railway Ministry, is giving *ad hoc* amount to all the State Governments, a sum of Rs. 16.25 crores. This is not enough. There must be a national approach to it. Railway Ministry has approached the Planning Commission. The Planning Commission have formulated some principles according to which this will not work because the Planning Commission is a body which is looking to the overall principles. So, the Railway Ministry should come out with concrete steps to help the State Governments either on the basis of population or on the basis of earnings of passengers. Whatever the needs of the State Governments may be, they should be met by the Railway Board, the Railway Ministry.

In conclusion, I would say a word about examinations in regional languages. The Railway Ministry has taken a decision that examinations will not be held in regional languages. It will be very difficult for the students who are being taught only in regional languages. They are being compelled to write examinations in English and some other languages. It is creating difficulties for the students who always take their education only in their mother-tongue. This must be considered. The students must be allowed to write their examinations only in regional languages. They can be posted only in their regions so that the local employment could be raised in a better manner.

MR. CHAIRMAN: Now, before I call another hon. Member, I may point out that we have got very little time left. At 5 0' Clock, the Minister will begin his reply. So, I would request the hon. Members to make brief speeches, extending 5 to 7 minutes each. Shri Basumatari.

SHRI D. BASUMATARI (Kokrajhar): Mr. Chairman, Sir, I rise to support the Demands for Grants in respect of the Railway Budget for 1973-74. While supporting the Demands, I should not forget to welcome the new Minister of the Railways.

The Railway Ministry is the most important Ministry. That is one of the largest and biggest national public sector undertakings with an investment of Rs. 43,335 millions and staff strength of 1.39 millions in 1971-72. They have a fleet of about 11,150 locomotives, 35,500 coaching vehicles and 382,000 goods wagons. About 10,900 trains are run daily to serve nearly 7,090 stations. More than 6.9 million passengers, *i.e.*, more than 1 per cent of the entire Indian population travel by rail every day. The broad-guage line in terms of route kilometres is 30,041; metre-gauge—25,550 and narrow gauge—4,476.

With this huge administration, if you see, this Ministry could not do justice because of the fact that they have not been able to apply their minds to remove regional disparity. That is a big problem. They lay railway lines only in those areas where powerful people come from and where there are no powerful men, they say 'No'. This is a very bad way of doing things. I would request the Railway Minister to see to it that this state of affairs is improved. The railway administration is run by the Railway Board. Now, everybody stated that the Railway Board is most bureaucratic. I do not mean that bureaucrats cannot change their mind. After all, they are Indians. They are our own nationals. But the people who are there even prior to 1946, it is difficult for them to change their mind and to change their attitude. That is the trouble. Therefore, the Minister and the Government who want to take the country towards socialism is hampered in every step and we could not reach the goal.

Now, coming to the State of Assam, in the British days there was only one railway line running from Rangpur to

[Shri D Basumatari]

Dinajpur in Bangla Desh Now, after Independence, one railway line has been laid from Siliguri to Assam Now, this line alone connects India to Assam We have repeatedly requested the Minister just to connect that line to the Head-quarters but they have not paid any heed to that At the same time, you know a number of States have come up—Arunachal Pradesh Meghalaya, Nagaland and Tripura, etc All these new States are not connected by any railway line They should all be connected by a railway line Now a railway line has been given to Kashmir because the Railway Minister comes from that area I request him that he should not forget Assam also

SHRI MOHD SHAFI QURESHI I would like to say one word It is not on the basis of my coming from Kashmir that we have a railway link in Kashmir We have connected Kanyakumari to Kashmir Kanya kumari is the abode of Parvati and Kashmir is the abode of Shiva So, if I have brought Siva and Parvati together what objection can there be?

MR CHAIRMAN Whatever has happened, it is all accidental

SHRI D BASUMATARI Just one word

Sir we are all talking of national integration and national integration can be achieved only by connecting the various parts of the country by railways and by air services and unless communication is there there cannot be any national integration I There fore, I request him to see that Assam is also well-connected with the rest of India As I said earlier, except the Assam-Siliguri line, no other railway line has been constructed in Assam

MR CHAIRMAN You had specially requested me that in view of your absence your name was not called. So, don't you think that you have to pay some penalty for that? Have the last word and finish

SHRI D BASUMATARI Reference was made by the hon Minister to the Scheduled Castes and Scheduled Tribes Sir, I had the privilege of visiting all the nine Railway Zones and also the other three Railway production units In all of them I had found that most of the General Managers are reluctant to respect the provision made for the Scheduled Castes and Scheduled Tribes in the Constitution in the matter of reservation I had in fact to fight with a particular General Manager who refused to respect the special provision in the Constitution

Another thing

MR CHAIRMAN No please Please resume your seat

SHRI D BASUMATARI Please let me complete my sentence He was saying that there is a provision of reservation in regard to recruitment to Class I and II Services It is true, but at the same time, I must say that the reservation for Class III and IV is also not adequate and the quota has not been filled That is why, every Scheduled Caste and Scheduled Tribe member stands up and raises his voice and he naturally feels hurt and speaks with emotion

*SHRI JAGADISH BHATTACHARYYA (Ghatal) Mr Chairman Sir, I have given notice of many cut motions and I would confine my speech to some of these cut motions only

At the outset I would like to voice the difficulties experienced by the casual workers in the Railways The railways employ a very large number of casual workers The rules provide

*The original speech was delivered in Bengali.

that these casual workers will be made permanent after they have put in a specified period of 180 days of work, but in fact this rule is not being followed and these workers are not even given the status of a temporary worker even after they complete the prescribed period of work under the rules. A large number of such workers are there in South Eastern railway. They come to us often. We have repeatedly drawn the attention of the Government to their plight and I would once again take this opportunity to impress upon the hon. Minister to consider the plight of these workers with sympathy and take immediate steps to redress their difficulties. Sir, yet another difficulty to which the railway employees are subjected to in the matter of arbitrary and whimsical transfers. These transfers are done, it appears, as a measure of punishment and without any regard to difficulties of the employees. Many cases had to be contested in the courts of law and yet the difficulties of the workers have not been attended to nor redressed. It is, therefore, necessary that the Railway Minister must adopt a pragmatic approach to this problem without trying to be vindictive and constant efforts should be made to meet the demands of employees in matter of transfers.

Every year the railways lose a very large amount of money by way of theft of goods carried by the railways. The situation is deteriorating year after year and Government's steps have failed to bring about any improvement in the situation. These thefts are committed by outsiders who gang up and put the railways to huge losses every year. I must say in this connection, Sir, that the railways also cannot absolve themselves completely from such crimes because it is impossible to commit such crimes year after year without the connivance of the R.P.F. and other railway employees. It is therefore necessary that Government must identify the zones which are prone to such crimes and tighten their vigil over the culprits as also on their own employees to bring down the huge losses which are inflicted on the railways.

Sir, I would also like to impress upon the Railway Minister to the need of cutting down the time taken for payment of compensation for the goods lost in transit. There is a lot of scope to improve the present system which is time consuming and dilatory.

With regard to the utilisation of railway wagons the Government propose to frame rules to ensure that long detention is punished by heavy fines. I must draw the hon. Minister's attention to the fact that the public sector undertakes and particularly the Hindustan Steel Limited are the worst offenders and they contribute heavily towards the payment of demurrage for detention of wagons. This is a matter which the hon. Minister can surely take up with the respective units to improve the situation for their mutual benefit.

Sir, I have experienced while travelling in the branch lines that the first class compartments are not provided with any conductor. The natural consequence of this lapse is that a large number of people enter the compartment and travel without ticket apart from causing inconvenience to the travelling passengers The compartment becomes suffocating due to overcrowding during the day and at night excepting just a few passengers, may be a couple of them, the compartment remains so deserted that the passengers feel very much insecure. We have a very large number of young people who have no jobs and it would be better if we recruit such young men as conductors to help us to check the ticketless travel. The services of these young men can further be utilised for checking thefts of railway goods also. This will provide employment to the unemployed

[Shri Jagdish Bhattacharyya]

and the Government will also have the benefit of reducing their recurring losses.

I would also suggest, Sir, that steps should be taken to expedite payment of compensation to all those persons who die as a result of railway accidents. Only the other day there was a tragic accident on the Bankura-Damodar railway and I will expect that adequate compensation is paid to all the victims of the tragedy without any loss of time.

Now, a few words about the railway catering system. The food served on the railways needs to be improved. It appears as if the same curry is served throughout the whole month and nobody bothers to change the menu. Not only that the menu should be changed frequently, it is also essential that some arrangements should be made to serve fish to all those who may like to have them.

Sir, I will now conclude my speech by making a demand for a few railway lines. The Sunderbans area needs the just attention of the Railway Ministry for some new lines for the benefit of the people of that area. A railway line must be introduced to run from Mathurapur or Jainagar Majilpur to Kak Deep. Already a plan, I understand, is under consideration and if so, the matter must be expedited. Another line should also be introduced to run from Bishnupur to Tarakeshwar via Arambagh. With these words Sir, I conclude my speech.

SHRI B. V. NAIK (Kanara): Mr. Chairman, Sir, I rise to support the Demands for Grants of the Ministry of Railways for 1973-74.

Sir, the Hon. Member from Ratnagiri has already very vividly spoken about the problem of the under-developed areas of our country like Konkan. It has been stated many times earlier on and it does not need much of a repetition. We have been laying in the past considerable emphasis in pointing out that this line has to be taken up as a life-line for the development of the entire west-coast area.

Sir, in this connection, I would like to make a submission that throughout the west-coast there is population of anywhere from 50 million to 75 million and of this 10 millions are in Bombay itself.

Right from Kerala up to the end of the west coast, if this line is constructed (covering parts of Kerala, parts of Mysore, Karnataka, Goa, parts of Maharashtra, right up to the Gulf of Cambay) it will be serving a population of anywhere from 5 to 7-1/2 crores of people. It will give a great boost to the development of west coast especially in view of the extremely dense population that is there in the west coast. This point has been brought to the attention of the hon. Railway Minister time and again, but, in spite of that, I should say, there has not been much of a success in this behalf. I would now like him to clarify one or two points in this connection.

16.00 hrs.

Sir, the recent controversy or confusion, or whatever it is, has thrown up certain points to be considered. There has been a statement by the hon. Minister that this railway line will be taken up provided the State Government were to bear the cost of the acquisition of the land for the purposes of the construction of the railway line. I would request the hon. Minister to tell us whether this is specifically with reference to the West-Coast railway line along; whether this is specific to the three States involved, that is, Maharashtra, Goa and Mysore or this will be the general rule in respect of the entire country that whenever there is a demand made in respect of any one State that we want a railway line you will impose the same condition that land acquisition costs will have to be met by the State government concerned. This is a straightforward

question and I hope that we will be able to receive a straightforward answer. When this matter was discussed we were told that acquisition would refer to those portions of the land which were clearly in the hands of the State government, namely, forest lands, government lands, etc. If that be so, we may be told about it.

We have been told that as far as the West-Coast railway is concerned the matter will be taken up after the survey is complete. In this behalf I would like to read out a good chit that the World Bank authorities have given to the railways:

> "Railway projects are technically and economically sound and railways' management is well capable to execute them efficiently."

The World Bank group has observed that the Indian railways are well-managed and can be compared favourably with large railway systems in all parts of the world. This was more than supported by the hon. Minister's statement today.

I would like to make one submission. We have been told that a sort of new policy decision has been taken whereby new lines will have to be broken whenever projects like Konkan are taken up. Are we going to treat the railways as a sort of profit making concern or are we going to treat it as a utility like electricity, water or facilities which we have to provide as a responsible State. In case, railway has to be treated only as a sort of a commercial undertaking. I see no reason why the rest of the country which is enjoying today and for the last 100 years facilities of railways should not be taxed more in order to build new lines and new constructions which have been waiting for the last 100 years. I can find out areas and the Railway Ministry has identified areas where higher taxation is yet possible. The road-*cum*-rail ratio of freight charges is 5:1. In other words the road haulage of goods costs 500 per cent more than the rail charges. Why don't you tax these areas more? I am speaking on behalf of the under-developed parts of the country which have principally remained under-developed because they do not have railway lines. The city of Bombay, the town of Goa, the town of Mangalore, the town of Trivandrum—any part in the West Coast of India you may take—you will find these areas which are ports and rail heads have developed because they had the rail facility.

This stretch of 900 kms. is an area which has got excellent potentialities of development which have remained ignored for almost—I repeat—hundred years now. Now that responsibility lies with the railways alone.

Here I would like to make a submission. May I presume that the west coast railway line was sanctioned only because of political pressures? Only a portion of the line was sanctioned; the rest of the line in other areas could not be sanctioned—I am referring to 90 kms. upto Dasgaon. This is an integrated area. By the mere fact that this west coast line will traverse diverse linguistic areas like those speaking Malayalam, Tulu, Kannada, Konkani and Marathi, we are not going to ask for a separate linguistic State or a multi-linguistic geographical State. It is not going to come. But this line will definitely develop this geographical area. Very eminent people in the past had requested, recommended and urged this. I would once again request the hon. Minister to consider this favourably and see to it that, as promised it is completed within a period of 8 years.

SHRI D. K. PANDA (Bhanjanagar): I am very thankful to you for having given me an opportunity to speak for two or three minutes. I do not want to raise the points covered in all the cut motions I have already moved, but I will confine myself only to cut

[Shri D. K. Panda]

motions 184 and 185. Cut motion 184 reads:

"Failure in proper planning of the railway in conformity with development of national economy".

Cut motion No. 185 reads.

"Failure to adopt an integrated policy to coordinate transport of coal and manufacturing of wagons according to national requirement."

As a result of lack of proper planning and effective planning, we in Orissa are suffering. Orissa is the poorest State as far as the railway lines are concerned; we are the worst sufferers.

Everybody knows that the Paradeep port is very very important and occupies a very strategic place from the point of view of the Bangladesh movement. In spite of this such an important line as Jagpura-Bangspani line has not been developed, in spite of assurance given by the Railway Minister. Now Paradeep port has to be linked with Jagpura and Bangspani in such a way that the entire industrial belt has to be covered. I would request the hon. Minister to take into consideration how much profit can be made and how much loss suffered can be avoided if there could be effective and proper planning for the development of national economy

Secondly, there is failure to adopt an integrated policy In Orissa we are now going to develop Gopalpur as one of the minor ports at a cost of Rs. 6 crores. Survey for a rare earth factory is completed and we are going to have the factory there.

There is also a caustic soda manufacturing firm which is known as the Jayashri Chemicals. So, on the entire coastal belt so many industries are now scheduled to come up and now this area can be linked up with the Scheduled Castes area. Therefore, I have made a suggestion that not only this line from Gopalpur up to Bolangir *via* Berhampur, Aska, Bhanjanagar and Phulbani will be quite profitable from the commercial point of view also, but will be useful for the various products in the Adivasi area where we find 3,000 million tonnes of iron ore, which is one-third of the total production of the whole of India. Therefore, I would request the hon. Minister to give his proper attention to the railway line to connect Gopalpur port with the Bolangir area so that the entire Adivasi area, where we also find much of the forest products because of which we could also increase our trade and commerce, can be opened up. From these two aspects also, I request that this matter may be taken into consideration.

Finally, I would only request the hon. Minister to see that the railway officers have some rational approach towards the gangmen, that is, the gang coolies who have been so much ill-treated and so much inhumanly treated. This aspect must also be taken into consideration. Everywhere, there is a hue and cry and really they should at least be treated as human beings as far as these gang coolies are concerned.

16.11 hrs.

CALLING ATTENTION RE. UNDERGROUND EXPLOSIONS IN JITPUR COAL MINES—*Contd.*

MR CHAIRMAN: The hon. Mr. Kumaramangalam will now make a brief statement.

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM): Mr. Chairman, Sir, I must thank you first of all for giving me this opportunity of correcting an inaccuracy that crept into my intervention in the course of the discussion on the calling attention notice this morning regarding the Jitpur colliery tragedy.

I then stated that the Director-General, Mines Safety, was on leave on the day of the accident, as he was reported to have had a heart attack. I find, however, that this is based on a misunderstanding of the facts. I am authoritatively informed that the Director-General, Mines Safety, was on casual leave from 21-2-1973 on account of heart trouble and resumed duty on 5-3-1973. On the day of the accident, he was on duty but has been advised by the doctors to avoid strenuous work. Hence the Deputy-Director General, Mines Safety, is at present carrying out the duties of the Director-General, Mines Safety, in the field, under the immediate guidance and instructions of the Director-General. He was present at the scene of the accident as I had already informed the House. I thought I should inform the House of the correct position as soon as I came to know of it.

16.13 hrs.

[SHRIMATI SHEILA KAUL *in the Chair*]

DEMANDS FOR GRANTS (RAILWAYS), 1973-74—*Contd.*

SHRI B. R. SHUKLA (Bahraich): Mr. Chairman, while supporting the demands of the Railway Ministry, I would like to focus the attention of the hon. Minister on the longstanding demand of the people of Bahraich for the stopping of 80 Dn Avadh-Tirhut Mail at Jarwal Road station. All the trains which start in the night from Delhi reach Lucknow in the morning, and the only train which is available after the arrival of these trains from Delhi which could enable passengers to reach Bahraich is the Avadh-Tirhut Mail. The Avadh-Tirhut Mail passes through the district of Bara Banki and then through the territory of the district of Bahraich and then it reaches Gonda. So, a certain part of the Bahraich district falls in between Bara Banki and Gonda, but unfortunately, this train while passing through the only railway station in the district of Bahraich does not stop there. The result is that the persons who start from Delhi and reach Lucknow in the morning, can reach Bahraich and other parts only in the evening by 5 p.m. by getting another train at Gonda and not earlier than that. This point has been repeatedly brought to the notice of the Minister, while Shri Hanumanthaiya was the Railway Minister, but I regret to submit that the railway bureaucracy is entirely wooden and irresponsive and the Minister only signs on the dotted line. He does not go through the reports of the departmental officers who are adamant not to listen.

Mr. Chairman, my previous point of view was not listened to when I brought the matter to the notice of the then Railway Minister, and in spite of my lound voice it is still being ignored. The hon. Minister is busy with some important work. From my point of view this is the only important point relating to my district. When the main railway line touches only certain outlying areas in a district, and not the district head quarters, it is in the fitness of things that the mail trains should stop atleast in one or two outlying railway stations in order to enable the passengers to go to the district head quarters.... (*Interruptions*) The head quarters of the districts in which Khurja is situated is Bulandshahar while that of Shikohabad is Mainpuri. In order to cater to the needs of the head quarters of Bulandshahar and Mainpuri, the trains stop at Khurja and Shikohabad. Similar should be the case for stoppage at Jarwal road.

If the hon. Minister is not inclined to agree to my request, I humbly request him atleast to give me an opportunity to discuss the matter, because I fear that the Railway department is very adament and is not prepared to listen to my request at all.

During Parliament Sessions certain number of free air journeys are allowed to hon. Members of Parliament. The cost of journey by air and by air

[Shri B R. Shukla]

conditioned coach is almost the same and therefore the railway department should consider this matter. If any hon. Member wants to utilise the air conditioned coach in lieu of the free air trip which is permissible under the rules he should be allowed to do so.

This backward regions can be identified by the lack of railway services. The whole of Terai that is the eastern Uttar Pradesh, is without proper and adequate railway facilities. The railway line which starts from Gorakhpur *via* Badni and Tulsipur, should go to Bhinga in the district of Bahraich. It should be connected to Bahraich headquarters. There should be a railway line connecting Maghar *via* Bhakhira, Mehdaval, Sangha, Bassi, Dumariaganj, reaching Nowgarh. This is all I want to submit.

SHRI BIRENDER SINGH RAO (Mahendragarh): Madam, Chairman, within the short time at my disposal, I would like to make a brief mention on certain points. There is no doubt that the Railways have given a marvellous account of themselves during the last Indo-Pak conflict. In no small measure our success was due to the efficiency displayed by the railways in rushing men and materials where they were needed. I would also like to give due credit to the former Minister, Shri Hanumanthayya. But, I am sorry to say that for quite some time past the Administration has failed to maintain the same standard of efficiency. It has deteriorated.

The performance of an engine does not depend upon its weight. Its power to push and pull counts. The present minister may be sturdy looking. The question is whether he will be able to do what Shri Hanumanthayya has done when he was the Minister. He could kick hard at the bureaucracy which is again raising its head. Of late we notice that the trains have again started running late. Rail travel has become insecure. Corruption that was rampant in the Department is still going on. There is a great need for changing the policy of the department in the present context.

Method of recruitment to any post remains the same as before. It has not been streamlined. Without bribery not a single job can be secured in the railways, particularly, in Class III and Class IV as also in Class II. The contractors, caterers or vendors are getting their licences for money. There is very little control that the Railway Ministry exercises over the working of the caterers. Most of them have sub-let their licences.

Just before the former Minister left the Department, he sanctioned about eight new lines for South India. I have no grievance against that. I would not even grudge it if the present Railway Minister sanctions new lines for Bihar where they are needed. But what I want to say is this. We have not learnt any lesson from our experience from the last Indo-Pakistan war of 1971. We have not given priority to our defence needs. You know, Madam, that beyond Delhi towards the west extends our Western Front. The country is connected with the Rajasthan, Gujarat and Kutch sectors by Meter Gauge only. In times of war it is absolutely necessary for men and war materials to be rushed from any part of the country *i.e.*, from the East or the South to our Western Front. It is therefore, important that the railway lines to Bikaner, Jodhpur, Ahmedabad etc. should be converted into bread gauge lines because the transhipment will become very difficult in times of war. Also there must be an alternate route for the defence needs of the country on the Pakistan frontiers. I hope the hon. Minister will pay due attention to that.

There has not been a single line sanctioned for Haryana in the post-independence period. There is need for new railway lines. Rewari should be connected with Rohtak, a very important district headquarter. The

State Government has been demanding a line from Rohtak to Gauhana. It would be better if it can be from Rewari to Rohtak and then to Gauhana as that would serve a very large area which has not got any railway line.

I would suggest that to remove regional imbalances, it is necessary to bring railwaylines into areas which are underdeveloped. There should be some formula—that should be on population-cum-area-cum mileage basis —for construction of new railway line. And wherever the State is deficient in the matter of railwaylines, that should be brought on par with the other developed areas. I hope that the hon. Minister will find out as to which areas have got sufficient length of railwaylines and which of them are short of them.

There is another point about my constituency. Mahendragarh, Narnaul and Khetri have large iron ore and copper deposits. To exploit these resources fully, it is essential that they should be connected by BG line so that coal could come directly to these areas and iron ore and copper also could be taken out. Now they are only on small MG lines and only about 100 KM from Delhi. I would suggest that immediately Delhi should be connected with Narnaul, Rewari and Khetri with BG line. There is the Nizampur railhead already for Khetri. The line should be extended upto Khetri.

I hope the minister would think of stopping the leakages. If leakages had been stopped, there would have been no need to increase passenger fares. They could bag Rs. 31 crores of additional revenue last year over and above their estimates. There is scope for further increase by ending ticketless travel. They have given a relief of Rs. 12 crores to third class passengers with one hand and they have taken Rs. 21 crores with the other hand. There should be no need to increase freights on fertilisers and things like that needed for agriculture. I would suggest that leakages should be stopped and economy effected.

The minister should also reconsider his decision to increase fare for ACC to the level of air fare. I am sure the railways would suffer immensely in revenue because nobody would then like to travel by ACC if he has to pay the air fare. He should drop this increase if he wants that the railways should continue to have ACC coaches.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Sir, I rise to support the Railway Demands for 1973-74. Andhra Pradesh is one of the neglected areas in the railway map. Since independence, during the last 25 years, not a single line of even 1 KM has been granted to the whole of Andhra Pradesh. When Telengana was under the Nizam's railways, there was a surplus of Rs. 6 crores and an assurance has been given that from this amount new lines from the erstwhile Hyderabad State will be laid down, as for example, the line from Nadikude to Bibinagar. If you have any objection to start from Nadikude, you can start from Bibinagar, which also lies in the erstwhile Hyderabad State. All MPs from Andhra Pradesh have represented jointly to the then Railway Minister, Mr. Pai, and the Prime Minister and they were kind enough to agree to take up this line. The present Railway Minister showed a dynamic approach and considering the importance of this line, he was good enough to say in his budget speech that this line also is under active consideration of the Government and he would be coming before Parliament again for supplementary grants. I pay my hearty thanks to Mr. Mishra and I request him to start work on this line immediately. The Railway Board has also written a letter to the Government of Andhra Pradesh to provide land free of cost and not to issue fresh bus permits on this line.

Even though there was no popular government in that region, Shri H. C. Sarin took active part and agreed to

[Shri K. Ramakrishna Reddy]

the proposal of the Railway Board. As Shri Venkatasubbaiah has just now said, it is not only Maharashtra that is donating land. Andhra Pradesh is also donating land for this purpose. I hope the hon. Railway Minister will pay special attention to this line from Nadikude to Bibinagar and the conversion of the line from Macherla to Guntur, which would reduce the distance from Hyderabad to Madras by 75 km.

There is only one Railway Service Commission for two regions, namely, Madras and Hyderabad. The result is that the Andhra region is receiving step-motherly treatment from the Railway Service Commission located at Madras. There should be a separate Railway Service Commission at Secunderabad. If they are not agreeable to this immediately, at least there should be a member in Secunderabad, if the Chairman is in Madras, so that he can make recruitment for posts carrying a salary of Rs. 375 and below till permanent commission is arranged at Secunderabad.

My hon. friend, Shri Daschowdhury refers to the destruction of railway property. I would say that the property destroyed would not be Rs. 20 crores or 5 crores or even 1 crore; it would be less than that. As against that, consider the profits made by the Southern and South Central Railways So, you should not consider only the loss.

When it comes to the question of trains, all consideration is shown to Madras as compared to Hyderabad. All the trains like GT, Janata and Jayanti Janata go to Madras. There is no exclusive train to Hyderabad. In the Dakhin Express or Link Express only half the bogies are up to Hyderabad; the rest go to Madras. Even though we are not expecting a Rajdhani Express to Hyderabad in the near future, at least the Link Express should be exclusively to Hyderabad. A Jayanti Janata express may also be started to Hyderabad in course of time.

In the history of the railways no importance is given to the twin cities of Hyderabad and Secunderabad. In order to meet the metropolitan needs of these twin cities, there should be a circular line. I hope the Railway Minister will look into this and sanction it at an early date.

Lastly, I will repeat the demand for the line from Nadikude to Bibinagar and conversion of the line from Macherla to Guntur. I hope the Railway Minister will announce them in his reply to the discussion on the Demands for Grants.

डा० कैलास (बम्बई दक्षिण) : रेलवे की 1973–74 की मांगों के अनुदानों का समर्थन करते हुए कुछ बातो की ओर मन्त्री जी का ध्यान खीचना चाहता हू : पहली मांग रेलवे बोर्ड की 1 करोड 75 लाख 16 हजार की है। जब मैं इस पृष्ठ पर देखता हू तो पाता हूं कि चेयरमैन की तनख्वाह 3500, फाइनेंशियल कमिश्नर की तनख्वाह 3500, तीन मेम्बर्स है जिनकी तनख्वाह 3500, इसी प्रकार दो मेम्बर्स है जिनकी तनख्वाह तीन तीन हजार है और रेडिशियल चार मेम्बर्स जो इसी वर्ष 2 बढाये गये है क्योंकि पिछले वर्ष ये दो ही थे, अब वह चार कर दिए गए है, उनकी तनख्वाह तीन तीन हजार रुपये है। डायरेक्टरो की तरफ देखें तो छः डायरेक्टर ढाई हजार मे 2750 पाते हैं। छः डायरेक्टर 1800 से 2250 और 250 रुपया एम पी एलावेंस पाते है, छः डायरेक्टर 1800–2250+250 ए० पी० । सबकी संख्या मिलाकर 43 हो जाती मेरी मन्त्री जी से प्रार्थना है कि हम रेलवे बोर्ड को हटाने की मांग नही कर रहे है लेकिन इसका रीआर्गेनाइजेशन तो अवश्य होना चाहिए। इतना ज्यादा खर्चा रेलवे बोर्ड पर हो रहा है तो वह ठीक नही लगता।

सैलून के बारे में भी यहां काफी चर्चा हुई। हनुमन्तैया जी ने कहा था कि उसको हटा नही सकते क्योंकि आफिसर्स को काम

करना पडता है। मेरी तो यह प्रार्थना होगी रेलवे बोर्ड के चेयरमैन और उसके मेम्बरो से कि उनको खुद ही मेलून का त्याग देना चाहिए। इस प्रकार की चीजे जब सभासद कहते हैं तो उनको खुद इसका उपयोग करना छोड देना चाहिए जिससे मन्त्री जी को ऐसा उत्तर देना फिर पड जाए। मन्त्री जी कुछ कठिनाई मे पड जाए वह भी ठीक नही लगता।

रेलवे सर्विस कमीशन का आफिस बम्बई मे है, कलकत्ते मे है, इलाहबाद मे है और मद्रास मे है। मैं डिमान्ड न० चार की बात कह रहा हू। क्या ही अच्छा होता कि रेलवे सर्विस कमीशन श्रीनगर मे भी रखा जाता, गोहाटी मे भी रखा जाए और चन्डीगढ मे भी रखा जाए क्योकि दिल्ली का उसमे नाम नही है जिससे वहा के भी विद्यार्थी और अर्जी देने वाले लोग आसानी से आ सके और उनको भी फायदा हो सके।

श्री भागवत झा आजाद (भागलपुर) एक पटना भी जोड दीजिए।

डा० कैलास मै पटना भी जाडना चाहता था। लेकिन इलाहबाद मे है इसलिए मैने पटना का नाम लिखकर भी काट दिया। इलाहबाद और पटना का अन्तर अगर ज्यादा है तो मैं ऐसा मानता हू कि पटना मे भी जरूर होना चाहिए। इलाहबाद का नाम देखकर मैंने उसका नाम काटा था।

टिकटलेस ट्रेवलिग की बात हम करते है। लेकिन मेरी समझ मे नही आता कि दस साल पूर्व जो हमारे टी टी ई थे या टी टी सी थे, उनकी संख्या तो उतनी ही है लेकिन आने जाने वाले पैसंजर्स की सख्या दसगुनी बढ़ गई है। तो उनकी सख्या क्यों नही बढायी जा रही है? हम बात कर रहे हैं कि हम बेकारी को दूर करना चाहते है। जब पढे लिखे लोग अर्जी देते हैं तो बेकारी भी दूर होगी। क्या सख्या यात्रियो की बढ जाने के बाद भी दस वर्ष पहले की सख्या टी टी ईज की रही है उसमे वृद्धि क्यो नही की जा रही है। मन्त्री जी कृपा करके अपने उत्तर मे वह सख्या बताने की कृपा करेगे। यही नही टी टी ई और टी टी सी की एक स्पशल ट्रेनिग होती है उसके बाद रिफ्रेशर कोर्स में भी जाना पडता है। लेकिन आफिस क्लर्कस और स्टेशनरी स्टाफ को भेजा जाता है टी टी ई का काम करने के लिए। ऐसा क्यो किया जाता है यह मेरी समझ मे नही आता। मेरी प्रार्थना है कि इस आवश्यक सूचना पर अवश्य ध्यान रखा जाएगा।

एक दूसरी बात की तरफ मैं मन्त्री जी का ध्यान खीचना चाहता हू। वूलेन यूनिफार्म की बात है। बम्बई डिवीजन की बात मैं कर सकता हू। सेट्रल रेलवे मे बम्बई मे काम करने वाले कर्मचारियो को गर्म कपडे जाते है जबकि वेस्टर्न रेलवे मे बम्बई मे काम करने वालो को नही दिए जाते हैं मुझे ऐसा लगता है कि कि सूरत मे, वलसार मे और अहमदाबाद मे ठन्ड नही पडती। बम्बई डिवीजन मे सेट्रल रेलवे भी आती हैं और वेस्टर्न रेलवे भी आती है। जब दोनो रेलवे आती हैं तो नासिक तक आने मे जब उनको ठन्ड लग सकती है तो सूरत तक जाने मे भी ठन्ड लग सकती है। इसलिए एक यूनिफार्मिटी को भी ध्यान मे रखते हुए विचार करना चाहिए। मैं यह बात यूनिफार्मिटी के लिहाज से भी कह रहा हू। अगर गर्मी पडती है तो दोना रेलवे मे गर्म कपडे न दिए जाए। इसलिए मैं यह कह रहा हू कि अनहोनी बात खत्म करे।

टीटीज को रात को सोने के लिए पहले बर्थ रखी जाती थी, लेकिन अब वह बन्द कर दी गई है और अब उनको टट्टी के पास, सन्डास के पास, वाशबेसिन के पास बैठाय

[डा० कैलाश]

आता है--मेरी समझ मे नही आता कि यह कहा का न्याय है... (व्यवधान)....

मै बम्बई मे कई वर्षों से रह रहा हू जब सबर्बन ट्रेन्ज मे चलता हू तो देखता हू कि कई गेट्स ऐसे हैं जो अन-मैन्ड हैं। मैं नही समझता कि इनका प्लानिंग कब तक होगा। इन पर कोई बहुत ज्यादा खर्चा आने वाला नही है, डेढ-दो लाख रुपये से यह काम हो सकता है, लेकिन अगर ज्यादा खर्चा भी आए तो भी इसके लिए सोचना चाहिए। आप कब तक इन दर्वाजो को खुला रखेंगे और कब तक जानवर और आदमी कटते चले जाए ऐसा होने देंगे।

बम्बई डिवीजन मे डी० टी० ई० का मिनिमम परसेन्टेज ग्रेड मे 130 रु० से 210 रुपया रखा गया है और वहा पर सब स्टेगनेट हो गए है। 44 व्यक्ति ऐसे है जो अपनी अवधि मे पहुच गए है और आगे नही बढ पाते है--इसके लिए आपको देखना चाहिए ताकि सब लोगो की तरक्की मिल सके। इस ग्रेड को बढाया जाना चाहिए।

टी० टी० ई० जब अपनी नौकरी पर जाते है तो वलसाड, सूरत नन्दुरबार स्थानो पर रात को पहुच कर उनके सोने का ठिकाना नही रहता। प्लेटफार्म पर बैठे या दूसरे यात्रियो की तरह बैंचो पर सो जाए।इन के लिए उन स्थानो पर कमरे बना दिए जाए तो बहुत अच्छा होगा।

जहा तक मीटर-गेज कनवर्शन का सम्बन्ध है, मैं चाहता हू कि सवाईमाधोपुर से लेकर झुझुनु तक या कम से कम जयपुर तक तो ब्राड गेज मे परिणित की जाए। मेरे से पूर्व वक्ता ने कहा कि हमे डिफेन्स की दृष्टि से कार्य करना चाहिए--इस दृष्टि से भी इस कनवर्शन का बहुत महत्व है। आपको दिल्ली से अहमदाबाद का कनवर्शन तुरन्त करना चाहिए। उस समय इस लाइन के कनवर्शन से डिफेन्स के लिए भी सुविधा होगी और यात्रियो को भी सुविधा होगी।

थर्ड क्लास सीजन पास होल्डर जो बोरिवली बम्बई मे रहते हैं अर्थात् जो 20 किलोमीटर से ज्यादा है, उनका किराया नही बढाया जाना चाहिए, उनको उसी भाड़े में चलने दिया जाए तो अच्छा होगा।

फ्रान्टीयर मेल मे पहले डाइनिंग कार चलती थी, लेकिन अब उसे बन्द कर दिया गया है। मैं चाहता हूं कि उसे फिर से चालू किया जाए। आज जो बन्धा हुआ खाना आप देते हैं, वह ठीक नही होता है तथा उसमे स्वाद नही है।

राजधानी एक्सप्रेस जो दिल्ली से बम्बई और बम्बई से दिल्ली आती है, उसके लिए पहले कहा गया था कि 17 घन्टे मे पहुचेगी इस समय वह 19 घन्टे ले रही है। मै जानना चाहता हू कि वह 17 घन्टे मे पहुचना कब शुरू करेगी?

बम्बई मे अन्डर-ग्राउन्ड रेलवे की बहुत आवश्यक्ता हैं। उसका सर्वे कब तक हो पायेगा--इसका भी मन्त्री जी उत्तर दें।

श्री दरबारा सिंह (होशियारपुर) मैडम चेयरमैन, मुझे कुछ ज्यादा नही कहना है, कुछ प्वाइन्ट्स ही आप के सामने रखना चाहता हू। हमारे यहा बदकिस्मती से पजाब के तकसीम के बाद जितनी रेलवे रह गई, उससे कही ज्यादा रेलवे दूसरी तरफ चली गई, लेकिन उसका कोई भी कम्पेन्सेशन पजाब को नही मिला। मैं उस इलाके की बात कह रहा हू--जहा अग्रेजो ने अपनी मर्जी से रेल बनाई लेकिन सही तरीके से कनेक्ट नही किया, मिसिंग लिक्स रह गए। मैं एक उदाहरण देता हूं--वहा गढ़शकर एक जगह है, जो मेरे जिले होशियारपुर मे है। निहायत ही बैकवर्ड है, उसके साथ

अंग्रेजों ने सौतेली मां का सा सुलूक इस लिए किया कि वहां के लोग आजादी के लिए हजारों की तादाद में जेलों में ही नहीं गए, बल्कि फांसी के तख्ते पर चढ़े । उसको बैकवर्ड रखने के लिए उन्होंने कोई दकीका-फर्द-गुंजाइश नहीं रखा । क्या आप उसकी तरफ ध्यान देंगे ? जिस धरती ने इतने बहादुर सपूत पैदा किए हैं, उसके लिए यह 10–20 मील की रेलवे लाइन जरूर दें जालन्धर से होशियारपुर तक लाइन गई और वहीं खत्म हो गई, गढ़शंकर से होशियारपुर को नहीं मिलाया, उसको दरमियान में ही छोड़ दिया । ऐसी बात मैं आपके नोटिस में इसलिए ला रहा हूं कि रेल मन्त्री जी नये आए हैं, उम्मीद है कि वह नई चीजें लाऐंगे ...(व्यवधान).. अगर आप इस तरफ ध्यान नहीं देंगे तो लोग महसूस करेंगे । उन्हें सियासी शऊर बहुत हैं, वह लड भी सकते है, काम भी कर सकते हैं, इसलिए कुछ तो कन्पेन्सेशन दीजिए ।

एक बात मैंने पाई महाब को भी कही थी और शफी साहाब को भी कही थी कि एक डिब्बा कश्मीर मेल में होशियारपुर के लिए लगा दें, उन्होंने थर्ड क्लास का डिब्बा लगा भी दिया, लेकिन दूसरे क्लास के लोगो के लिए ऐसी सहूलियत नहीं है। मैं यह भी अर्ज करना चाहता हूं कि कई हजार लोग जो होशियारपुर जिले के हैं, बल्कि सारा हिमाचल इस तरफ से जाता है, पठान-कोट की तरफ से इतना नहीं जाता है। जो लोग अपनी जिन्दगी मिलिट्री को देते हैं जब वह 10 दिन की छुट्टी पर आते हैं और पठानकोट होकर उनको जाना पड़ता है, तो 6 दिन तो उनके सफर में ही खर्च हो जाते हैं, मुश्किल से चार दिन घर पर रह पाते हैं। मैं चाहता हूं कि आप इस तरफ खास तौर से ध्यान दीजिए।

एक मुगल सराय स्टेशन है नाम इस का मुगलों के नाम पर है, साथ में सराय भी है हर गाड़ी वहां ठहरती है और जितनी चोरी वहां होती है शायद जहांन-भर में नहीं होती होगी । इसका इन्तजाम कीजिए ।कोयला वहां उतरता है, गाड़ी में ताला लगा होता है, मोहर लगी होती है, वह टूटती है और सब कुछ निकल जाता है । फिर मोहर लग जाती हैं लेकिन माल गायब हो जाता है। एक तो इसका नाम ही बदल दीजिए–मुगलों के जमाने की बात मुगलों के साथ चली गई, यह मौजूदा जमाना साइंस का जमाना है इसलिए इसका नाम बदल दीजिए। अगर आप वहां पर सही इन्तजाम कर दें तो यह लाखों रुपये की चोरी से निजात मिल सकती है और लोगों को लकड़ी, कोयला, लोहा, सीमेन्ट वक्त पर मिल जाएगा, सही वक्त पर गांव में कस्बे में, शहर मे पहुंच सकेगा। चीजों के भाव क्यों बढ़ते हैं–आप ईंटों के भाव को देखिए–वे लोग कहते हैं कि एक तो पैसा ज्यादा देना पडता है, उसके बाद जब गाड़ी आती है तो माल कम उतरता है, इन सब के दाम जोड कर वे दाम वसूल करते हैं और इसका असर कन्ज्यूमर पर पड़ता है।

मैं इन बातों को आपकी नोटिस में इसलिए ला रहा हूं कि यह महकमा एक ऐसा महकमा है जिसमें आप कुछ पैसा सरकार को देते हैं, दूसरे इखराजात को पूरा करने के लिए, लेकिन जो सहूलियत लोगों को दी जानी चाहिएं, वे उनको नहीं मिलती हैं। आप स्टेशनों पर सैनिटेशन की हालत को देखिए, इस कदर बदबू आती है कि दूर से ही पता लग जाता है कि लैट्रीन्ज उस तरफ़ हैं, वहां इन्डीकेशन की जरूरत ही नहीं रहती इस तरफ़ आपको ध्यान देना चाहिए। थर्ड क्लास पैसन्जर्स की सहूलियत की तरफ़ आपको ध्यान देना है, मुझे फर्स्ट क्लास की उतनी परवाह नहीं है। क्योंकि हैव-नोट्स गरीब हैं जो देहातो और कस्बों में बसते है और ज्यादातर रेलों में वही लोग सफर करते है। उनकी सहूलियतों के लिए आप जितना दे सकें, जरूर दीजिए। अपनी

[श्री बरबारा सिंह]

अक्सर को मद्देनजर रखते हुए सफर करने वाले लोग थर्ड क्लास में सफर करते हैं। फर्स्ट क्लास और हवाई जहाज में तो मुफ्त के पैसेन्जर ज्यादा होते हैं, क्योंकि सरकारी अफसर इन्हीं क्लासों से सफर करते हैं, मैं एम० पीज को नहीं कहता हूं, लेकिन एम० पीज का मतलब भी "मुफ्त के पैसेन्जर" बन जाता है। मेरा मकसद यही है कि अफसर जाने वाला हो या एम० पी० जाने वाला हो, जिसका पैसा सरकार के खजाने से जाता है, वे इन क्लासों में सफर करते हैं। मैं मेम्बर पार्लियामेन्ट हूं इसलिए मैं भी उसमें शामिल हूं। आपको यह ख्याल रखना चाहिए कि हमें भी अपने नीचे देखना चाहिए—यह हमारी सहूलियत का ही सवाल नहीं है, बल्कि जो लोग थर्ड क्लास से सफर करते हैं उनको अच्छी सर्विस मिल सके।

इन अलफाज के साथ मैं आपका शुक्रिया अदा करता हूं।

PROF. NARAIN CHAND PARASHAR (Hamirpur): Madam Chairman, I rise to support the Demands presented to the House by the hon. Minister of Railways. There are a few interesting revelations made by the Deputy Minister of Railways yesterday. In the answer to Unstarred Question No. 3894, he has given a list of 21 Railway lines or which the surveys were conducted in the last three years. The House will be shocked to know that out of this total number of 21 railway lines, 16 are the ones for which the findings are that they are unremunerative.

Earlier in answer to Question No. 3768, the hon. Deputy Minister for Railways stated that there are new criteria laid down for the setting up of new railway lines in the backward regions of the country. Now, he demands some sort of cooperation and contribution from these backward States. But, may I pose a simple question: Who is responsible for the backwardness of these States? And, are they not taxing the already existing backwardness further by demanding this contribution also from these States? Should not the rich and the prospsperous States be taxed further?

It is some sort of injustice with us that those areas which have remained neglected so far should be further asked to contribute, the State Governments should be asked to contribute, the local authorities should be asked to contribute, that free land should be given, that the cost of manual labour should be borne, and then and then alone would the authorities of the Railway Department condescend to grant and sanction the railway lines to these areas.

Is this the way to treat these areas which have been industrially backward, which have been commercially backward, which have suffered much, which have sacrified for defence of the country? Is this a fit asnwer to the sort of sacrifices which have been made by these areas?

My hon. friend Sardar Darbara Singh has brought to your notice how freedom-fighters from Punjab and Himachal Pradesh were ready to be handged for the sake of the country. But, still, there is no consideration given to their native areas.

The greatest gift that the hon. Railway Minister has brought to Himachal Pradesh and the northern Punjab is the hope that the Railway line from Nangal Dam to Talwara would be constructed. But, with it, there is another shock which he has given to us and that is, that the Kangra Valley Railway line is going to be sumberged under the rising waters of the Pong Dam. With this, the whole economy of Himachal Pradesh would be ruined, for years to come. This cannot be rehabilitated within two years or three years simply because the Railway authorities

would be ready to construct new lines only if the lines are dismantled, if the railway stations are set on fire, if the guards are murdered etc. and then alone, would they be ready to give a green signal! This is a strange thing indeed. The soldiers of those areas have died for the defence of our country. Those freedom-fighters have sacrificed their lives for the freedom of the country. Their areas are being treated in this way and no railway line could be constructed within the last three years. I ask: Why do you mete out this sort of treatment.

And then, he was given us a clear warning to the effect that the new lines would be constructed only if the five conditions mentioned in answer to Q. No. 3768 are fulfilled by the State Governments. These State Governments have been poor, these areas have been backward because the men from these areas went to the army. This is point number one which I would like to mention. This is the first reason. The second reason is this. Most of the people from these areas had been fighting for freedom of this country, whether it was in Canada, in the case of Kamagatamaru or in Singapore and Burma in the case of I.N.A. and they were sacrificing themselves for the country.

So, I think, some consideration should be paid to this aspect of the matter in respect of those areas which have remained industrially backward.

I specifically demand one important change in outlook. I demand that the railway lines which are to pass through the 285 industrially backward areas of the country, identified by the Planning Commission, should be sanctioned immediately, without any sort of contribution from the local areas or Governments of the States. Because, if you want to remove the backwardness of these areas, if you want to really lessen the regional imbalances and to promote regional development, you will have to do this. There is no need for starting a suburban railway for Bombay or a suburban railway for Delhi There is no fun in giving new lines and converting metre gauge into broad gauge and electrifying other tracks. There are many people in some of the backward areas who have not even seen the face of a railway train. They want the green signal and they want that they should also be treated at par. There is a feeling in the country that the Railway authorities show a red signal, and I want to mention that whenever any proposal is brought forward by a Member of Parliament, the Railway authorities have taken the greatest pleasure in rejecting that proposal. We have made a proposal that a direct train may be started from Hoshiarpur to Delhi because the railway line from Pathankot to Jogindernagar is being submerged under water. That request has been turned down. We made a request that a direct first-class coach may be attached from Hoshiarpur to Delhi. That request has been turned down. We made a request that the timings of attaching the direct III class railway coach at Jullundur City may be adjusted so that the passengers may not be stranded for two hours. But we have seen this, that the railway authorities of the Northern Railway take sadistic pleasure in seeing to it that the Hoshiarpur-bound passengers are stranded at Jullundur City for two hours Nobody has paid any attention to this demand.

Not only this. I want to point out another thing also. A train from Ambala Cantonment to Nangal Dam was there two years ago and the Railway authorities saw to it that this was discontinued. There was a great demand that this train should be there and the traffic justified it also. So, we want that all these matters should be given their due priority. The railway timings at Jullundur City for direct coach for Hoshiarpur be re-adjusted, so that

[Shri Narain Chand Parashar]

the delay by half-an-hour or so would actually save two hours for the passengers most of whom are ex-servicemen or active servicemen.

There is also an important thing which I wish to mention for the attention of the hon. Minister. This is about the S.S. Light Railway, from Shadra to Saharanpur. A promise was given by his predecessor, the hon. Minister, earlier about this and we were told that that the trains will be started. But now, there is no mention at all about this. we want to know about this and we request him to make a special mention about this when he replied to the Debate.

I request that the Railway authorities should change their attitude because, everywhere in the country a feeling has grown that in respect of whatever the public representatives demand, the authorities show a red signal to these demands, saying 'This cannot be done, that cannot be done' etc. We do not trying anything for simply getting a negative answer. We write to the Minister and we give suggestions for the convinence of the public and the convenience of the public should be the first consideration. We should give priority to industrial development and defence of the country. Those lines which are justified on defence grounds should be given urgent heed. Top priority should be given to the construction of Nangal Dam to Talwara railway line in Northern Punjab and Himachal Pradesh as it is very imoprtant for strategic reasons of defence communication systems.

Also, the project railway from Talwara to Mukerian should be taken over by the Railways, so as to extend the line upto Mukerian

With these words I conclude.

श्री माधोराम शर्मा (करनाल) : सभापति महोदय, मैं कोई बहुत ज्यादा बात नहीं करना चाहता हूं सिर्फ एक दो चीजें ही कहने के लिए खड़ा हुआ हूं। हमारे राव बीरेन्द्र सिंह ने जिक्र किया था पानीपत, गोहाना लाइन का लेकिन उन्हें कुछ गलतफहमी थी। गोहाना से पानीपत की लाइन बहुत पहले की बनी हुई है। पहले जंग के दर्म्यान जब बिलोचिस्तान को ईरान से कनेक्ट करना था डिफेंन्स पर्पजज के लिए तो इस लाइन को उखाड़ दिया था और वहां लाइन बिछाने का प्रोगाम बनाया गया था। रोहतक से पानीपत तक की सारी लाइन खत्म हो गई थी। इसके बाद रोहतक से गोहाना तक दोबारा लाइन तैयार कर दी गई और रेलगाडी आती जाती थी। लेकिन गोहाना से पानीपत तक के लिए आगे उस लाइन को पूरा नही किया गया आज शायद रोहतक से गोहाना तक वह लाइन नुकसान मे भी रन कर रही होगी क्योकि कम से कम 50 बसेज रोजाना पानीपत से रोहतक के लिए जाती है। जब एक लाइन रोहतक से पानीपत तक रेलवे की थी तब तो ठीक था लेकिन आज कौन मसाफिर होगा जो रोहतक से पानीपत आयेगा, वह रोहतक से गोहाना तक इनकी रेलगाड़ी में बैठेगा और फिर गोहाना से पानीपत तक बस मे जायेगा ? या अगर पानीपत से रोहतक तक जाना है तो वह गोहाना तक बस में जायेगा और फिर इनकी रेलगाड़ी मे बैठेगा ? इस तरह से वह रेलवे नुकसान से ही रहेगी।

17.00 hrs.

[SHRI K. N. TIWARI *in the Chair*]

कई साल हुए इसकी तरफ ध्यान भी दिया गया था। चतुर्वेदी सांहब भी वहां गए थे और देख कर आए थे। लेकिन जैसे सरकार का काम आहिस्ता आहिस्ता चलता है और लापरवाही से चलता है उसी तरह से यहां भी चला और तीन चार साल के बाद भी अब तक इस पर गौर नहीं हुआ और कुछ कार्यवाही इसके बाद में नहीं की गई। यह कोई नई लाइन नहीं आपको बिछानी

है । बल्कि पीछे जिस लाइन को उखाड दिया गया उसी को पूरा करना है । आज तक इस तरफ कोई ध्यान नही दिया गया है । मैं आप से प्रार्थना करता हू कि इस तरफ आप ध्यान दें ।

इसके अलावा एक बात और मैं अर्ज करना चाहता हू। आप जानते ही है कि हरियाणा और पजाब मे पिछले दिनो अनाज की पैदावार बहुत काफी हुई है । उसको देखते हुए हरियाणा और पजाब ने स्कीम बनाई थी और कहा था कि दिल्ली से करनाल और अम्बाला तक की लाइन को डबल लाइन कर दिया जाए । इसी तरह से दिल्ली से बाया रोहतक भटिंडा लाइन को भी डबल कर दिया जाए । उस तरफ ध्यान नही दिया गया है, आप तो जानते ही है कि बहुत से आदमी दिल्ली के बहुत पास सोनीपत, पानीपत, रोहतक आदि मे रहते है जोकि पचास साठ मील पर है । अगर इसको डबल लाइन कर दिया जाए तो गाडिया जल्दी आएगी और उन मुलाजिमो को तथा दूसरे लोगो को जो बाहर रहते है दिल्ली से उनको आने जाने मे सहूलियत होगी / इसका अब तक प्रोग्राम नही बनाया गया है मैं और वक्त आपका न लेते हुए यही प्रार्थना आप से करूगा कि इन दो बातो की तरफ आप ध्यान दे ।

17.02 hrs.

STATEMENT RE. STRIKE BY WORKING JOURNALISTS AND OTHER NEWSPAPER EMPLOYEES

THE MINISTER OF LABOUR AND REHABILITATION (SHRI RAGHUNATHA REDDY): The Indian Federation of working Journalists, the All India Newspaper Employees Federation and the U.N.I. Employees' Union had given on 24th February, 1973 a joint call for a country-wide token strike on 20th March, 1973 in order to focus attention on their demands. According to available information so far, the strike appears to have been fairly widespread (Interruptions) It is understood that in Delhi except for one newspaper, employees of all others abstained from work It is learnt that in Bombay the employees of all the newspapers except three abstained from work

On 7th Ferbuary 1973 I received a letter dated the 5th February, 1973 from the President of the Indian Federation of working Journalists suggesting that I should intervene and settle the outstanding demands of the newspaper employees. These demands relate primarily to the revision of the wage structure, interim relief, revision of the dearness allowance and diffusion of newspaper ownership.

I had invited the representatives of the Indian Federation of working Journalists and the All India Newspaper Employees Federation on 24th February, 1973 in order to ascertain their views in the matters that fall within the jurisdiction of the Department of Labour The representatives of the Indian Federation of Working Journalists explained their case for the setting up of a third wage board which, they stated, was obligatory under the Working Journalists (Conditions of Service) and Miscellaneous Provisions Act, 1955 It was their contention that enough time had already elapsed since the last wage board gave its award in 1967 The newspaper industry, they added, had registered a phenomenal all-round growth, including their revenues, during the last decade

The representatives of the All India Newspaper Employees' Association, representating the non journalist employees of the newspapers, whom I also met later on the same day, did not press for a wage board but showed their preference for bilateral negotiations with the employers They desired that Government should exert its influence on the employers for entering into negotiations with their employees

I followed this up by meeting the

[Shri Raghunatha Reddy]

representatives of the employers—the Indian and Eastern Newspaper Society and the Indian Languages Newspapers Association—on 27th February 1973. The representatives of the employers said that they would furnish their considered views on the subject by the end of March 1973. They are being reminded to do so as soon as possible.

I would like to assure the House that I will have the matter examined, to the extent it relates to my Ministry, as soon as the views of the representatives of the newspapers employers have been received.

17.06 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1973-74—*contd.*

SEVERAL HON. MEMBERS *rose*—

MR. CHAIRMAN: I am not allowing any question. The Railway Minister.

SHRI S. M. BANERJEE (Kanpur): Not a question, but a clarification.

MR. CHAIRMAN: No, please when it starts, then everybody will demand. I am not willing to allow this. The Railway Minister, please.

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): Mr. Chairman, Sir, I am indeed thankful to the hon. Members of this House who have participated in the debate and made a number of valuable points. My colleague, Shri Mohd. Shafi Qureshi, has intervened in the debate and tried to cover a number of points made by the hon. Members. At this stage, I will take up only two or three points before I sit down.

The first is the question, as was raised by Mr. Dinen Bhattacharyya who initiated the debate yesterday, about bonus. I will start with bonus, and Mr. Banerjee will perhaps be happy. On this question, as I have said earlier, our mind is open, and we have not come to any conclusion. Shri Dinen Bhattacharyya gave an argument yesterday that these departmental workers should be treated as the other public sector workers. This is a self-defeating argument. I will advise Mr. Dinen Bhattacharyya not to advance this kind of argument, which might force them to lose their case. On this bonus, I will say again that there is nothing I can say at this stage, especially before we get the report of the Third Pay Commission. But I will again repeat that my mind on this issue is open.

Then, Shri Dinen Bhattacharyya also raised yesterday,— and Shri Birender Singh Rao today,—and used some harsh words about the Railway Board. It has been unfortunate that in every debate on the railway budget the Railway Board comes into the picture and it is discussed.

AN HON. MEMBER: And rightly so.

SHRI L. N. MISHRA: Might be, not according to me. I have explained at length the character and the composition of the Railway Board. Even today I held that this a body consisting of wise, experienced officers presided over by the Chairman, and there is nothing special about it. we have got Secretaries in the Ministry of Defence. There is a principal Secretary in the Ministry of Defence. So, these four Members are nothing but Secretaries and the Railway Board is presided over by the Chairman who is more or less a Principal Secretary. It will be very wrong to suggest that the Board dominates in the Ministry and the Minister is nobody in the Ministry. The Board has to carry out the decisions and directions given by the Minister. As I had said earlier, it will be really a bad day if the Ministers are flouted by any civil servant and I hold that view; and it has never been my experience that if I pass some orders any Secretary or any officer had dared to flout my order or instruction. I still hold that the Railway Board will have to follow what I want as the executive agent of this Parliament. As I said earlier, also, I will say that

this Parliament is supreme and sovereign, and it represents the will of the people, and whatever this Parliament asks and whatever this Parliament decides has to be implemented; and myself, as an executive agent of Parliament, will try to do what Parliament wants me to do.

But I will say one thing. It is not fair to attack the senior officers who have come to this position after hard work and long service, and I will say that they are a band of dedicated workers.

The question was raised by Mr. Dinen Bhattacharyya, about the reopening of the Howrah-Amta railway —Martin's light railway In my original speech I had stated about it. Today also I say this. We have taken a decision for taking over the Howrah—Amta railway and Shadhara railway of the Martin Light Railway. The question was about land we had long discussions with the Chief Minister of West Bengal Shri S. S. Ray. He agreed that it should be converted into broad-gauge. Ealierr local people were not prepared to spare the land for the broad-gauge. Now that the local people have agreed. We shall go ahead with the project. In the other case there is no problem of land and so the same thing applies. 50 per cent of the cost has to be borne by the respective State Governments.

An hon. Member wanted priority should be given to the Defence. Of course, Defence will get priority. During the last two wars, in 1965 and 1971 the railways have done a good job and the defence people had good words to say about the railways. Some hon. members had also mentioned it.

Some hon. Member has said that not a single mile of railway line has been given to Andhra. In my budget speech I mentioned two proposals in Andhra. One is, Guntur-Macheria conversion to broad-gauge and the other is new broad-gauge line: Nadikuda-Bibinagar. Shri Darbara Singh suggested that some first class accommodation should be allotted to Hoshiarpur. I do not think it is a big problem. Apart from third class quota first class quota will be put in to meet the requirements of Hoshiarpur.

A line in Haryana was also suggested and the Chief Minister of Haryana Mr. Bansi Lai has been asking for a new line .... (*Interruptions*). You must accept that he is a very active Chief Minister. The matter is under examination.

Shri Ram Avtar Shastri wanted a claims office at Patna. I had accepted a suggestion at the Muzafurpur meeting. There will be a claims office at Patna. Shri K. C. Pande wanted a platform on the northern side of Khalilabad station. I had discussions with my officers and I hope there will be no difficulty. It will take some time and we shall try to provide a platform on the northern side of Khalilabad station.

Shri Piloo Mody raised the question of railway line in Sabarkantha. It was put before me earlier also by some social workers of the place and we are getting it examined, but it is difficult for me to commit anything at this stage.

SHRI PILOO MODY (Godhra): Please commit.... (*Interruptions*)

SHRI L. N. MISHRA: About Coal, it a fact that till a few weeks back there was difficulty about the movement of coal, but now the position has considerably improved. Yesterday we had a meeting about the movement of coal. On the whole the performance of the railways is carrying coal this year has been better than the last year. We have set up a control room in the Rail Bhavan. There is a committee consisting of representatives from the Ministry of Irrigation and Power, Industrial Development, Heavy Engineering and the Railways and that Committee meets everyday to look into the problems of Coal supply to the power houses especially and also the supply of coal to the citizens.

As already mentioned earlier we had

[Shri Pilo Mody]
a proposal to run commodity specials. This will come into being shortly. For the movement of coal we shall give special facilities, that is creation of coal dumps at the central places all over the country as was done for some time during the last war. We want to revive that system as it has helped us a lot in the movement of coal.

As regards new lines I do not want to go into details as the same has been dealt with by me at considerable length already. Shri Parashar has made a point with regard to the procedure for opening a new line. That is a fact. For opening a line in an area it should have the traffic of 8 million tons of goods. An underdeveloped area cannot be expected to have such a heavy traffic. It cannot afford to move 8 million tons of goods. As I said that was one of the concepts by which we go. Now we have to think in terms of backwardness of the areas. I am one of those who feel very strongly that power and transport create their own demand. Here the supply should precede the demand—not that the demand should precede the supply. This applies to cotton growing areas where there is need for opening a line for the movement of cotton. Same is the case with regard to Andhra, Bihar, Assam and Orissa. My intention is that upto 60 k.m. in backward areas railway-line development can be taken up. For purposes of economic development of the backward regions why we should not take up those areas for constructing railway-lines?

With this approach in view I want to tackle this problem. Of course we have very limited resources. So far as new lines are concerned, several hon. Members have spoken about the needs of their respective areas. Sveral hon. Members have expressed concern in regard to the need to provide adequate number of wagons for the transportation of coal, foodgrains, salt and other essential commodities. I want to remove the wrong impression created in the minds of the hon. Members that cement was in short supply because of non-availability of wagons. (*Interruptions*).

MR. CHAIRMAN: Please do not disturb him. He is not yielding.

PROF. MADHU DANDAVATE (Rajapur): As far as new railway lines are concerned, I want to make one submission. Regarding the West Coast Railways the statements made in the Maharashtra Assembly and here are completely contradictory. And, therefore, the hon. Minister here should clarify the position before he completes his speech.

SHRI L. N. MISHRA: I have already made a detailed statement. There is no complaint from the people of Maharashtra State. They are fully satisfied and there is no contradiction in the statements made in the Maharashtra Assembly and here. If he wants to make any further points, he can come and discuss with me. To my mind there appears to be no contradictions at all. Sanction has of course to be given. You know everything.

There has been an upsurge of demand for railway wagons. In some sectors, the supply of wagons is short of demand. I am seized of the problem. I may repeat what I have said earlier, that to some extent certain circumstances inhibit optimum utilisation of our rolling stock, such as, slow release of rolling-stock by inefficient industrial units or by uncooperative traders. Availability of wagons would certainly improve if the immobilised wagons are all put back into the stream of traffic.

I have already taken steps to augment our fleet of wagons and our holdings in locomotives. We have recently ordered 15,000 additional wagons over and above the 26,000 already on order. Wagon manufacture in the railway workshops at Amritsar, Golden Rock and Samastipur is also being stepped up to 4,000 wagons per annum. The production target at Chittaranjan Locomotive Works which is expected to reach 109 electric locomotives and diesel shunters will be stepped up to 128 numbers during

1973-74. Likewise, the manufacture of diesel/electric locomotives at Varanasi is expected to go up to 140 in the next year.

I am paying particular attention to the expeditious movement of essential commodities like coal foodgrains, salt, sugar etc. The movement of coal traffic is accorded a high priority by the railways. They fully realise the importance of supplying adequate wagons for coal movement to various consumers like steel plants, power houses, railways themselves and other important industrial units. The daily average loading of coal during 1971-72 was 7,830 wagons including 5,647 wagons from Bengal-Bihar fields. Till about the end of February 1973 in the current year, coal loading achieved was 8,021 wagons per day including 5,682 wagons from Bengal-Bihar fields. The position would have been still better but for immobilisation of a large number of wagons on account of various agitations, bundhs and strikes in different parts of the country. The agitation in Andhra Pradesh has seriously affected railway operations from the end of October 1972 onwards and has caused immobilisation of a large number of wagons for days together. Railway operations in Northern India were also seriously upset in January 1973 on account of the strike of the engineers of the UP State Electricity Board. Despite these adverse factors, utmost efforts are being made by the Railways to increase wagon supplies for coal loading.

The three important commodities for human consumption are foodgrains, sugar and salt.

In the context of the failure of monsoon and drought conditions in several parts of the country, Railways were called upon to carry heavy foodgrains traffic from the State of Punjab and Haryana to different States in western and southern India. This task was performed very ably by the Railways. 6.23 million tonnes of foodgrains were moved from Haryana and Punjab till the end of February 1973 this year as compared to 4.25 million tonnes during the same period last year. The overall loading of foodgrains traffic during the period April 1971 to January 1972 was 12.94 million tonnes which has already surpassed this year with the lifting of 13.36 million tonnes of foodgrains up to the end of January 1973.

Considering the importance of salt for the community, its movement has also been accorded a high priority. During the period April 1972 to January 1973, 61,207 wagons were loaded with salt for human consumption as compared to 50,976 wagons loaded in the corresponding period of 1971-72.

During the period April 1972 to January 1973, 47,755 wagons were loaded with sugar, both on the broad and metre gauge systems, as compared to 59,420 wagons during the corresponding period of 1971-72. The drop in loading is mainly due to the less offering of sugar traffic during the current year. The demands for wagons have generally been met in full.

Lastly, I would say a word about the bookstalls. Some hon. Members raised this question of Wheeler and Company and other bookstalls. I have been considering this question and I might give one assurance to the hon. Members. This question of educated unemployment is before us and I am seriously thinking of the problem whether it would not be possible to allot these bookstalls to co-operatives of three, four or five educated unemployed youngmen. I want this monopoly to go. If the youngmen form co-operatives at different stations, they will be allotted these bookstalls. I hope they will be able to take advantage of that.

MR. CHAIRMAN: I will now put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts shown in the

[Shri L. N. Mishra]

third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of the following demands entered in the second column thereof—

Demands Nos. 1 to 11, 11A, 12 to 20."

The motion was adopted.

[*The motions for Demands for Grants, which were adopted by the Lok Sabha, are reproduced below:—Ed.*]

DEMAND NO. 1—RAILWAY BOARD.

"That a sum not exceeding Rs. 1,75,16,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Railway Board'."

DEMAND NO 2.—MISCELLANEOUS EXPENDITURE.

"That a sum not exceeding Rs. 7,96 92,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3.—PAYMENTS TO WORKED LINES AND OTHERS.

"That a sum not exceeding Rs. 13,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4.—WORKING EXPENSES—ADMINISTRATION.

"That a sum not exceeding Rs. 98,77,04,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5.—WORKING EXPENSES—REPAIRS AND MAINTENANCE.

"That a sum not exceeding Rs. 363,59,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6.—WORKING EXPENSES—OPERATING STAFF.

"That a sum not exceeding Rs. 209,55,49,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7.—WORKING EXPENSES—OPERATION (FUEL).

"That a sum not exceeding Rs. 185,54,39,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8.—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL.

"That a sum not exceeding Rs. 57,24,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9.—WORKING EXPENSES—MISCELLANEOUS EXPENSES.

"That a sum not exceeding Rs. 42,06,30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10.—WORKING EXPENSES—STAFF WELFARE.

"That a sum not exceeding Rs. 32,18,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Staff Welfare'."

DEMAND No. 11.—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND.

"That a sum not exceeding Rs. 115,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND No. 11A.—WORKING EXPENSES—APPROPRIATION PENSION FUND.

"That a sum not exceeding Rs. 16,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Working Expenses—Appropriation Pension Fund'."

DEMAND No. 12.—DIVIDEND TO GENERAL REVENUES.

"That a sum not exceeding Rs. 172,61,46,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Dividend to General Revenue'."

DEMAND No. 13.—OPEN LINE WORKS (REVENUE).

"That a sum not exceeding Rs. 8,00,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Open Line Works (Revenue)'."

DEMAND No. 14.—CONSTRUCTION OF NEW LINES-CAPITAL AND DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 36,76,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

DEMAND No. 15.—OPEN LINE WORKS—CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND.

"That a sum not exceeding Rs. 741,60,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund."

DEMAND No. 16.—PENSIONARY CHARGES PENSIONS FUND.

"That a sum not exceeding Rs 12,57,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND No. 17.—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND.

"That a sum not exceeding Rs. 5,22,78,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Repayment of loans from General Revenues and Interest thereon—Development Fund'."

DEMAND No. 18.—APPROPRIATION TO DEVELOPMENT FUND.

"That a sum not exceeding Rs. 16,46,59,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Appropriation to Development Fund'."

DEMAND No. 19.—APPROPRIATION TO REVENUE RESERVE FUND.

"That a sum not exceeding Rs. 8,53,99,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND No. 20.—PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION, REPAYMENTS OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—REVENUE RESERVE FUND.

"That a sum not exceeding Rs 8,76,22,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1974, in respect of 'Payments towards Amortisation of over capitalisation, Repayments of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

17.27 hrs.

APPROPRIATION (RAILWAYS) No. 2 Bill*, 1973

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways.

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-1974 for the purposes of Railways.

The motion was adopted

SHRI L. N. MISHRA: I introduce** the Bill.

I beg to move†

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN: Motion moved:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, be taken into consideration."

Shri Jyotirmoy Bosu has given notice to speak on this. He may take one minute or so.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I want to draw the kind attention of the hon. Minister to the report that has been submitted by the Eastern Railway Committee on the running of the Martin Light Railways to Howrah. After a thorough scrutiny and examination, they have found that the light railways should be made to run the way they are at the moment.

Neither the Railway Minister nor the Railway Board understands capitalisation. That is why the whole Indian Railways is going into doldrums today. The Martin Light Railways runs with zero capital but it yields a dividend of carrying 40,000 passengers a day who go to their place of employment to earn their livelihood and to struggle for survival.

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*Published in Gazette of India Extraordinary, Part II, section 2 dated 21-3-73.

**Introduced with the recommendation of the President.

†Moved with the recommendation of the President.

I want a categorial assurance from the Railway Minister that the views of the Eastern Railway Committee on the running of the Martin Light Railways will be taken into consideration by the Railway Ministry and that the Martin Light Railways will be made to run immediately.

SHRI L. N. MISHRA: Sir, this very question was raised by the hon. Member, Shri Dinen Bhattacnaryya also. I have stated, recommendation or no recommendation, we are not going to take over the Martin Light Railways ....(*Interruptions*) It is a junk. We have decided not to take over the Martin Light Railways, not to purchase locomotives or the rails, because they are of no use. An unnecessary investment will have to be made. We will have to pay to a private party for nothing. We are not going to purchase junks. We want broad gauge, and that is why we are going to give broad-guage to the people. The people's interest is better served if we have broad-guage.

MR CHAIRMAN: The question is:

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1973-74 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: We now take up the clause-by-clause consideration of the Bill.

The question is:

"That Clauses 2, 3, Schedule, Clause 1, Enacting Formula and the Title stand part of the Bill."

The motion was adopted

Clauses 2, 3, Schedule, Clause 1, enacting Formula and the Title were added to the Bill.

SHRI L. N. MISHRA: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

17.33 hrs

HALF-AN-HOUR DISCUSSION

C.B.I. INQUIRY IN RAGS. SCANDAL

MR. CHAIRMAN: We now take up the Half-an-hour Discussion.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Mr. Chairman, Sir, in reply to the Rags Scandal debate on 11th December, 1972, Shri L. N. Mishra, the great and principal operator of the whole thing had said:

> "I want to say what has been done in two years time, I do not want to set off it But I must say that those two years of foreign Trade Ministry have been the years of achievement, progress....."

No person with any sense of self-respect, decency, uprightness, could have ever dared to say things like that.

We know that **. Shri L. N. Mishra has gone away, he is not here; nor is ** the Prime Minister of this country. Only a thin substitute, a neo-Minister, is there to reply against something.

On 16th November, 1972, the great Shri L. N. Mishra, second in command of the whole operation, had assured this House in reply to a Call Attention Motion dated 16th November, 1972—4½ months have elapsed—I quote:

> "As the matter involves contraventions of the Customs, the Import

**Expunged as ordered by the Chair.

[Shri Jyotirmoy Bosu]

Trade Control, the Foreign Exchange Regulations, it has been decided to entrust the matter to C.B.I. for detailed investigations covering all the aspects of the problem, including possible complicity of the concerned officials."

Not about the Ministers, of course.

4½ months have passed. What is CBI, Sir? It is nothnig but a pocket edition of the people in power, and what can the CBI do when they have to go against the wished and the activities and misdeeds of their own masters? Therefore, this is nothing but a hoax. Still we want to know this. 4½ months have passed since the assurance was given on the floor of the House. This is the biggest cheat and fraud on the country that has taken place in the name of importation of raw materials for hosiery and shoddy industries. 4½ months have passed, but we have not heard a word about the CBI inquiry report. In spite of our knowing what the CBI is, we expected this Government to come forward with the report and lay it on the Table of the House That would have allowed us to have a look at all the wonderful things which had taken place; we would have discovered how many ministers were involved, what was the role of the Prime Minister, what was the role of the Foreign Minister, what was the role of so-and-so Joint Secretary, what was the role of the Deputy Director of woollen textiles, etc., etc. But nothing has come out. It has revealed the worst type of political and administrative corruptions where many names have been dragged in including those of even the Prime Minister and the Foreign Trade Minister who was the principal operator behind this.

What did I say, Sir, on the 11th December? To give you an idea of the magnitude of the problem, this is what I said:

"While dealing with the rags scandal, I would like to say that this is one of the worst corruption, malpractice and scandal that has come out in recent times, and this government has no right to stay in power after all this has been revealed without any contradiction. In the name of importation of rags, they are importing quality woollen garmets, nylons, polyster fibres, finest and new, from affluent countries. They came here as slightly defectively manufactured or out of fashion or shop soiled youth garments. The story about mutilation in customs is a myth. So, do not bother about it at all "

श्री कृष्ण चन्द्र पाण्डे (खलीलाबाद): सभापति महोदय, मेरा प्वाइन्ट आफ़ आर्डर है । बड़ी खेद की बात है कि ये एक पुराने संसद सदस्य हैं लेकिन इस तरह के आरोप लगा रहे हैं ... ऐसा नही होना चाहिए ।..

सभापति महोदय, वह जो चार्जेज लगा रहे है, गवर्नमेंट की तरफ से मिनिस्टर साहब बैठे हुए है, वे उन का जबाव देंगें । लेकिन एक बात मैं जरूर कहूगा कि जब आप किसी पर कोई चार्ज लगाते है तो बिना सुबूत के कोई चार्ज किसी पर नही लगाना चाहिए । अगर आप के पास सुबूत न हो तो जिस तरह से आप प्रिवलेज मोशन उठाते हैं, वे भी उसी तरह से आप के खिलाफ उठा दें, तब ? वप उठा दें

SHRI JYOTIRMOY BOSU: If they have got the guts and courage, let them bring a privilege motion.

SHRI PRABODH CHANDRA (Gurdaspur): On a point of order. It is the convention in all Parliaments, all over the world, not to say anything against the officials who are not in the House to defend themselves. He has brought in the whole department and all the officials. On the one hand, he says that he does not have any confidence in the CBI, and if the verdict comes....

MR. CHAIRMAN: Please sit down. There is no point of order here.

SHRI JYOTIRMOY BOSU: So, do not bother about it.

" So, do not bother about it at all . .

It is strange that the three government agencies are controlling the STC There is the licensing agency of the Government that is Foreign Trade Ministry, the customs, or the Finance Ministry is deeply involved in the matter The present Foreign Trade Minister "

Not you Mr Chattopadhyaya, your predecessor

" master-minded the whole thing as the principal operator Behind his lies the approval of the fountain-head of all powers in the country "

MR CHAIRMAN I again warn the hon Member and also other hon Members that if this side or that side brings in any charge against any person without any substance or without any proof, he will place himself open to a privilege motion being brought against him

SHRI P K DEO (Kalahandi) We welcome it

SHRI K P UNNIKRISHNAN (Badagara) Is it permissible to use the word 'principal operator'?

SHRI JYOTIRMOY BOSU Now, I come to the quantit of rags that was cleared by the Customs in the years 1970-71

MR CHAIRMAN· The hon Member's time is up This is only a half-an-hour discussion.

SHRI JYOTIRMOY BOSU The quantity of rags that was cleared by the Customs during the years 1970, 1971 and 1972 (upto 31st October, 1972) was 62 lakh kg, 78 lakh kg and 206 lakh kg respectively About 16,800 bales have been seized by the Customs authorities at various places as a result of raids conducted during August/September, 1972 That shows the volume of the malpractices and the business in the trade

About the effect on the local hosiery industry, in the Punjab, a lakh of workers in Punjab have been thrown out in the streets to starve and to fulfil the vow of *Garibi Hatao* More than hundred small hosiery units are closed On 7th August, 1972, a delegation of 200 persons met the Prime Minister, the fountain-head, and got the usual lip sympathetic assurance But nothing had happened

In early September, 1972, one Jahar Oswal went to the Minister (*Interruptions*) for clearance order of rags at Bombay They were advised to go to the Prime Minister (*Interruptions*)

The amount of money that was involved (*Interruptions*)

SHRI KRISHNA CHANDRA PANDEY On a point of order, Sir (*Interruptions*)

SHRI JYOTIRMOY BOSU Will you call the House to order, Sir?

श्री कृष्ण चन्द्र पाण्डे सभापति जी, मेरा व्यवस्था का प्रश्न है । माननीय सदस्य ने कहा है कि ** इन शब्दो को कार्यवाही से निकाला जाना चाहिए ।

सभापति महोदय एक चीज है, आप इनके उपर जो बात कह रहे है उसके लिए मैं ने आपको हिन्ट दिया है और इनको भी हिन्ट दिया है कि अगर वह कोई ऐसी बात कह रहे है जो बात सही नही है तो प्रिवलेज मोशन ले आइये ।

**Expunged as ordered by the Chair

SHRI JYOTIRMOY BOSU: I am so glad with your ruling, Sir. Over 50 million kg came in actually. From the landing to the retail point, the increase is between 700 to 1,500 per cent; at least Rs. 600—700 million have been taken away as gross profits by those who have handled this thing. The operators are so powerful and so resourceful that they could obtain the support of the principal executive of the country.....*

MR. CHAIRMAN: The hon. Member should not refer to a member of the other House.

SHRI JYOTIRMOY BOSU: Now, Sir, here is a cutting of the *Economic Times* to which, I think, the hon. Members on the other side will not take objection.

"Prime Minister, Indira Gandhi, has issued a directive for the release of woollen rags lying at Bombay docks and other places for the last several months, it is learnt."

"The need for the Prime Minister's intervention is understood to have arisen because of the insistence of the CBI officials to withold the release of these rags till the enquiry is completed."

"Import of these garments not only involved violation of foreign exchange, Customs and import regulations, it also involved enormous over-invoicing and under-invoicing."

Then it says:

"Meanwhile, 'rags' which in fact are serviceable garments are still being vended on Bombay footpaths, especially near the Cotton Exchange Building on Kalbadevi Road and the popular Chor Bazar."

Now, we know the Chor Bazar. We know who are the operators. (*Interruptions*).

"The rags imported are under Actual User's conditions. All the Ludhiana importers who have imported these rags, are not actual users. They have no machinery to use these goods. The major portion of the Shoddy Industry which uses these materials is situated at Bombay. There are in all about 22,000 to 23,000 spindles in the entire country of shoddy making, out of which about 12,000 are in Bombay alone. Bengal has about 2,000; Mirazapur about 1,000; U.P. about 1,400; Himachal Pradesh about 1,600; Ludhiana amout 1,200 and Amritsar about 2,500."

In spite of that, the insistence to bring these garments to Ludhiana. Unless you want them to be sold as before, you will not allow them to come to Ludhiana. In Bombay the local cheap hosiery makers are in a severe crisis. Lakhs of people have been thrown out of employment. If mutilation has to be done it must be done at Bombay. On the one hand they talk about CBI enquiry and on the other they allow unscrupulous traders to connive with corrupt politicians and officials.

My letter dated 11th February, 1973 to Shri Debi Chattopadhyaya has remained un-replied. What did I want to ask: What was the policy laid down in 1967 in the above matter? What is the progress that he has made in the matter of take-over? Whether the Foreign Trade Ministry directed the STC by an executive order to retract or go slow over take-over? Whether organised sector and importers were given greater relaxation? What was actually the order? The reason for the same, and what is the position now?

*Not Recorded.

I want to know the terms of reference of the CBI enquiry; time-limit, if it has been given any; report covering *prima facie* findings, if any. So far what has the Government come to know out of the CBI enquiry?

I have already written two letters to Mr. Chavan about one Mr. Abrol that a CBI enquiry was instituted against him when he was working as Assistant Collector of Customs. I cannot trace any reply.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): The Finance Minister has replied to you in this regard.

SHRI JYOTIRMOY BOSU: Not till last night. I can see how these people get blisters on their body when we talk about corruption. Why do they want to get identified with corruption? I want a clear reply from the Minister because I have put clear questions.

SHRI S. M. BANERJEE (Kanpur): Mr. Chairman, Sir, I request the hon. Minister to let me know when the CBI report is likely to be submitted. I would also like to know whether the rags or the warm clothing in place of rags have been mutilated, because we were of the opinion that they should not be mutilated but sold to the poor people. I come from Kanpur where neither in pre-Independence nor in post-Independence those poor people got warm clothings. But they could buy this time I want these things to be sold and the poor people should not be deprived of these. Thirdly, what permanent arrangement is being made to see that such import of rags is not allowed or, if it is allowed, the Customs should also properly check? Lastly, my friend wanted these rags to be mutilated at Bombay instead of at Ludhiana. I do not want these to be mutilated at all. If there is a scandal the Minister will have abuses, but if it is a fair deal he will have blessings of the poor people.

श्री मूल चन्द डागा (पाली) : बम्बई डाक्स में कितना माल और रुका हुआ है और कब से रुका हुआ है । उसको कब रिलीज किया जाएगा ? डिपार्टमेंटल इनक्वायरी और सी बी आई की इन्क्वायरी साथ साथ चल रही है या अलग अलग ? सी बी आई इन्क्वायरी में कितने लोगों की विटनैसिस ली जा चुकी हैं, कितने डाकुमैंटस सीज किए हैं ? उनकी फाइनल रिपोर्ट आपके पास कब तक आ जाएगी ? सी बी आई इन्क्वायरी में आपको यह मालूम हुआ है या नहीं कि कस्टमज आफिसर्स या एनफोर्समैंट इस्पेक्टर्ज की भी मिलीभगत उनके साथ थी ? किसी अफसर को आपने डिपार्टमेंटल इन्क्वायरी में आज तक ससपेंड किया है या नहीं किया है ? इस स्कैंडल की मेन रिसपांसिबिलिटी किस पर है यह मालूम हुआ है या नहीं ? इन्क्वायरी की कोई टाइम लिमिट भी मुकर्रर आपने की है ।

कितने और कौन कौन से डाकुमैंट आपने रिकवर किए है ?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): May I take two minutes on a point of personal explanation? I was not here—I was in a meeting of my party colleagues—when I was told that Shri Jyotirmoy Bosu mentioned my name and that of the Prime Minister and my colleague. * *

*Not Recorded.

You know the history of the rags by now very well. There was a long debate in this House. I had replied to the debate. I was then in charge of the Ministry of Foreign Trade which is now called Ministry of Commerce.

SHRI JYOTIRMOY BOSU: You said nothing.

SHRI L. N. MISHRA: I had explained the position. The decision to import rags was taken much before I came to the Ministry of Foreign Trade. But I must say one thing, that this inquiry or bringing the matter to the notice of the public was done at my initiative. First I took the initiative in June or July that such things were happening and the Customs should take steps. I wrote two letters to Shri Chavan, the Finance Minister. It was at my initiative that steps were taken against the importers of rags who were really smuggling it. (*Interruptions*).

Therefore, to say that some corruption was going on is all wrong. I took steps against these rag importers. Shri ** had nothing to do with it, much less the Prime Minister. It was the Prime Minister who wanted a CBI inquiry to be ordered. It was the Prime Minister who told me to take a very firm attitude in this. There is a lobby in this country, in the capital and in Ludhiana. People go to Ludhiana, they get satisfied and come here with some stories.

MR. CHAIRMAN: The Minister has also mentioned the name of**. That will not be recorded. Nor will it be recorded when I mentioned it, or when any one else mentions it.

THE MINISTER OF COMMERCE (PROF. D. P. CHATTOPADHYAYA): I am really sad to find that Shri Jyotirmoy Bosu, a veteran hon. member, who promised to speak on the rag scandal did not do so but spoke about something else. The sound and fury of his speech was inversely related to the substance and logic of the speech he made.

SHRI JYOTIRMOY BOSU: Do not be too big for your boots.

PROF. D. P. CHATTOPADHYAYA: I am sorry. I strongly repudiate the insinuation you made against the Prime Minister and my esteemed predecessor in the Ministry.

SHRI JYOTIRMOY BOSU: That is your first duty; otherwise, you won't survive.

PROF. D. P. CHATTOPADHYAYA: It is my duty, and I think in the Parliamentary system it is your duty also because she is the Leader of the House and you are a part of the House.

He raised certain questions which have already been repeatedly answered by Mishraji. It is a matter of record that it is this Ministry which brought to the notice of the Finance Ministry that some unscrupulous business elements are indulging in this.

SHRI JYOTIRMOY BOSU: Under the patronage of the High Command.. (*Interruptions*).

PROF D P CHATTOPADHYAYA: It is at the instance of this Ministry that some actions have been taken.

SHRI SHYAMNANDAN MISHRA: (Begusarai): But after how many years of scandal in this Ministry?

18.00 hrs.

PROF. D. P. CHATTOPADHYAYA: No, no. Irregularities there were. As soon as irregularities were brought to the notice of the Ministry, appropriate actions were taken. And they

**Not Recorded.

were taken expeditiously in the last four months. The CBI has gone into the matter in depth and also into the details. Some four cases have already been instituted and 12 preliminary enquiries have also been instituted in the course of the last four months. Different premises have been raided. Some documents have been seized, and due processes and steps are to be taken before something is taken before the court of law. So, it is a time-consuming process; not that the CBI has sat idly on the matter, nor that the Ministry has not done anything. But the pity of the whole thing is that this hon. Member is interested in seeing that it is referred to the CBI, but at the same time, he is casting aspersion on the CBI. (*Interruption*).

MR. CHAIRMAN: This is not the way. You have spoken, and they have heard you. Now, he is speaking; please listen.

PROF. D. P. CHATTOPADHYAYA: It is a very serious matter. For the hon. Member, it may be a forum for saying something against the party. (*Interruptions*). Mr. Bosu, kindly listen. The point is this. It is a very serious thing. Thousands of people's livelihood depends upon this industry 38,000 bales are there at the Bombay port. Now, the question is two-fold. One is, if they are where they are, the monsoon is setting in. If they are exposed as they are now, they will be destroyed, and the raw materails cannot reach the shoddy spinning units. The weavers will starve to death. The industry will be liquidated. Often, my friend Mr. Jyotirmoy Bosu sheds tears and wets the carpet of the Lok Sabha for these poor people. As we all know—

SHRI JYOTIRMOY BOSU: Come on now *** (*Interruptions*).

MR. CHAIRMAN: No, this will not go on record. (*Interruptions*). This will not go on record. Mr. Bosu this is very unfair on your part.

SHRI JYOTIRMOY BOSU: He must answer my question. (*Interruptions*) You cannot cow me down.

AN HON. MEMBER: Prove it.

MR. CHAIRMAN: I have removed the word. It is a very unbecoming remark. I have removed it from the record. (*Interruptions*).

श्री कृष्ण चन्द्र पांडे : सभापति महोदय, यह बहुत ही गम्भीर बात है कि इस सदन मे एक मंत्री के प्रति ऐसे शब्दो का प्रयोग किया जाये, जो संसदीय नही है, और हम मूक दर्शक की तरह उन को सुनते रहें। मैं चाहता हूं कि उन को सदन से बाहर निकाल दिया जाये।

SHRI BHAGWAT JHA AZAD (Bhagalpur): On a point of order. We have certain privileges in the House. If some Member wants to abuse the privilege in this way and says such things against the young and brilliant Minister, we have to point out that it is unfortunate and it will not be possible for us to discurs matters such as the rag scandal or any other point Therefore we want your ruling on this question, whether this remark by my hon. friend about such a young and brilliant Minister, who has done so well in his department, should go on record or should be expunged I would prefer the hon. Member to express his sorrow for such a remark.

MR. CHAIRMAN: I have already said that the remark that Mr. Bosu has passed will not form part of the record. I have also said that it is

**Expunged as ordered by the Chair.

[Mr. Chairman]

very unbecoming of him to pass such remarks and it is not proper for any hon. Member of this Parliament to abuse the privilege of Parliament. (*Interruptions*). Members are senior enough. One should not cast aspersions against others. That is why I have said that it was unbecoming of him to pass such a remark, and I have removed it from the record.

श्री बलवंत सिंह (होशियारपुर) चेयरमैन साहब, मैं अर्ज करना चाहता हूं कि यह ठीक है कि आपने रिमार्क को एक्सपंज कर दिया है। लेकिन क्या मैम्बरों को यह खुला हक होगा कि वे चाहे किसी को . . . . ** कहें और आप उन अलफाज को एक्सपंज करने तक ही महदूद रहेंगे ?

MR. CHAIRMAN: Now, the hon. Minister.

PROF. D. P. CHATTOPADHYAYA: Obviously my friend was excited. I was not excited. What I said is on record. I said that he shed tears. I did not say crocodile tears. That would have been insulting I did not say that. It is on record. I did not mean anything insulting. If I would have used that adjective before tears, it might have been insulting. So, I did not mean anything.

MR. CHAIRMAN: When we pass such derogatory remark against one another here, how are we better than bazar people? That I do not know.

PROF. D. P. CHATTOPADHYAYA: I bow to your suggestion.

SHRI S. M .BANERJEE: Perhaps you said in your wisdom.

MR. CHAIRMAN: All right, I withdraw that.

AN HON. MEMBER: This is for the first time that the Chairman says that he withdraws what he said.

SHRI JYOTIRMOY BOSU: Will you kindly expunge the remark made by the hon. Minister?

MR. CHAIRMAN: I shall look into the record.

PROF. D. P. CHATTOPADHYAYA: If you will kindly look into the records you will find that I only wanted to say that my hon. friend has concern for the weavers and it was in that context that I said that these weavers would be starved to death if these bales are not released.

The usual procedure for releasing these bales is very very time consuming. So, we are in a very difficult situation. This is much more than a debate and counter-debate of the logomachy we are indulging in. The point is that if we did not expeditiously release these bales before the on-set of the monsoon season, these weavers for whom the hon. Member has much concern, will be starved to death; the industry will be liquidated. So, we have to strive a strategy—the mode of operations—in terms of which the dishonest people on the one hand will be duly punished and at the same time, for no wrong done by the weavers, they should not be starved to death. So, this is the strategy and policy we are following and, in pursuance of that, we are suggesting that these people who will be found guilty on scrutiny by the Customs officials and the C.B.I. will be duly punished. We are releasing these bales, on scrutiny according to rules, to the people for whom they are intended. But, after due scrutiny, those who have been found guilty on the basis of evidence, are being penalised. Against them some cases have already been instituted. The details are with me. I can lay all these things before you. It is not that we are sitting idle. Four cases have already been instituted.

SHRI SHYAMNANDAN MISHRA: Against whom?

**Expunged as ordered by the Chair.

PROF. D. P. CHATTOPADHYAYA: Warrants have been obtained from the Additional Chief Presidency Magistrate of Bombay. On the authority of these warrants, simultaneous searches were conducted on 26 firms at Ludhiana, 2 at Panipat and 1 at Amritsar, and 41 residential premises were also searched. A number of documents in the shape of account books and other correspondences have been seized. Pending sanction of special staff for the purpose of this inquiry, which is required to be conducted all over the country which involves examination of voluminous documents and examination of hundreds of witnesses, the C.B.I. will have to mobilise officers from various units and form them into teams for different assignments.

Investigation of cases and complaints already passed on to the CBI is being pursued vigorously. It will be seen from what I have said and what is on record that the CBI have already registered 12 preliminary enquiries and 4 cases from 16th January, 1973 to 14th March, 1973.

SHRI SHYAMNANDAN MISHRA Against whom?

PROF. D. P. CHATTOPADHYAYA It is a long list of names with me. If you allow me, Sir, I can lay them on the Table of the House.

SHRI SHYAMNANDAN MISHRA. It may be laid on the Table of the House.

PROF. D. P. CHATTOPADHYAYA. Of course. We have nothing to hide, nothing to conceal, because we are against corruption as much as the opposition.

16.16 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 22, 1973/Chaitra 1, 1895

MGIPND—M—9933 L. S—31-5-73—10,10.